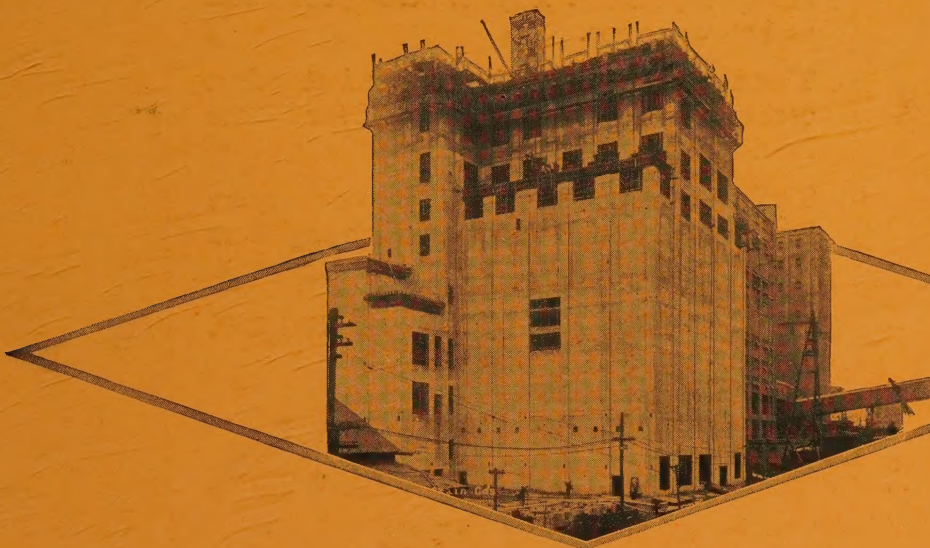


GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.



Interesting Facts on the Spiller's Elevator

Workhouse 204 feet high, cap. 444,000 bu.; 38 tanks, 115 ft. high, 26 ft. diam., cap. 41,700 bu. each; 26 interspace bins, 10,000 bu. cap. each. Total cap. plant over 2,200,000 bu. The speed with which the Spiller's Elevator was erected is claimed as a world's record for this type of structure.

Great New Canadian Elevator installs Two Miles of Diamond Grain Belts

The last word in grain handling efficiency was wanted—hence the specification of Diamond Belting.

The Spiller's Elevator (Vancouver Terminal Grain Co.), simply follows the lead of other recent gigantic installations.

Actual performance alone counts and the steady, reliable, all-around superiority of Diamond Grain Belt Service has brought striking recognition of its value. Write our nearest Branch office for further information.

THE DIAMOND RUBBER COMPANY, Inc., Akron, Ohio

Atlanta
Chicago

Boston
Dallas

New York
Seattle

Kansas City
Los Angeles

Philadelphia
San Francisco

Diamond

Elevator and Conveyor Belts

Rolling Up Production Records

Shock and thrust, as well as heavy radial loads, form the regular fare of conveyor idlers.

Shock and thrust, as well as heavy radial loads, are best withstood by Timken Tapered Roller Bearings with their Dual Duty principle.

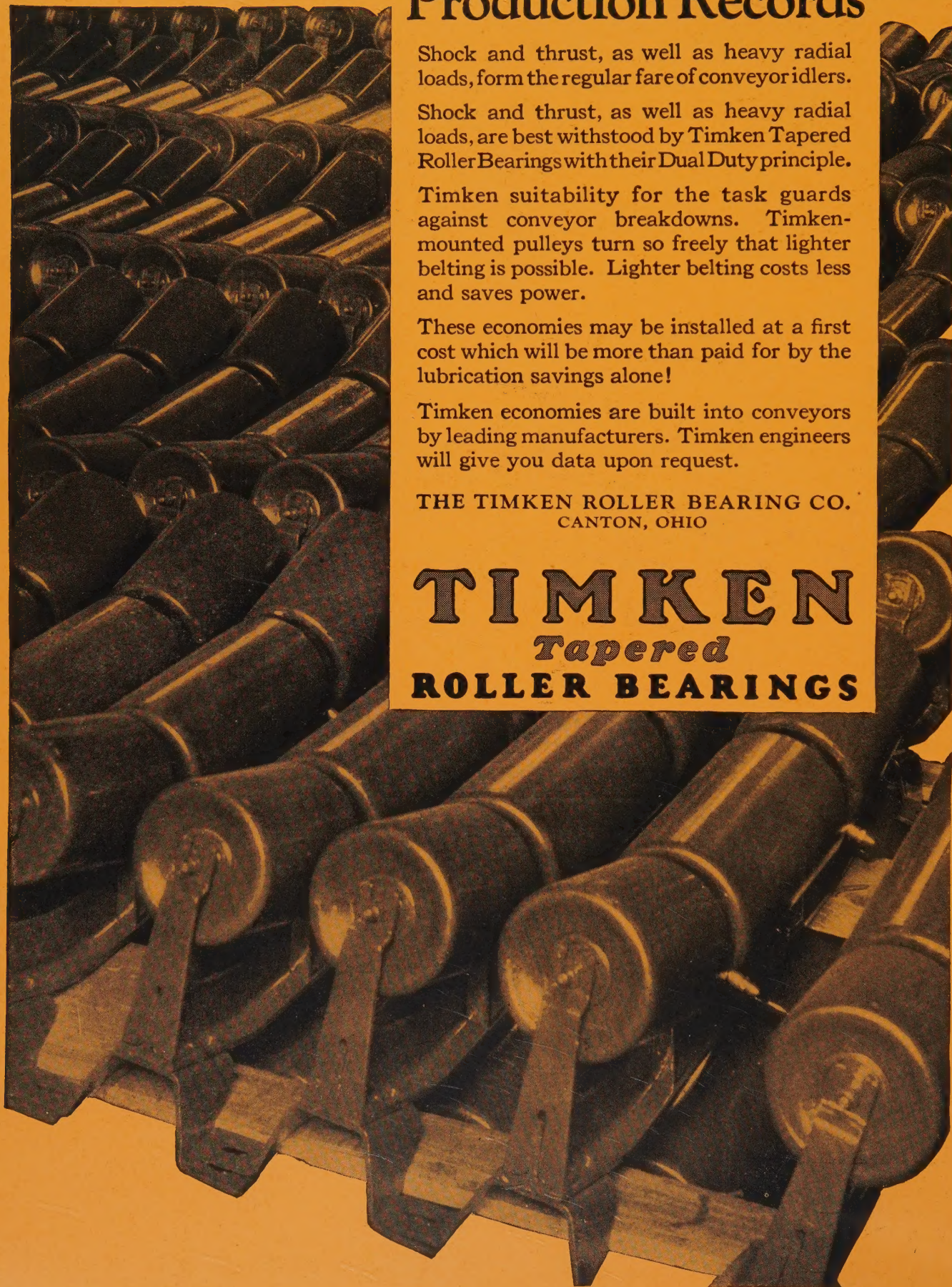
Timken suitability for the task guards against conveyor breakdowns. Timken-mounted pulleys turn so freely that lighter belting is possible. Lighter belting costs less and saves power.

These economies may be installed at a first cost which will be more than paid for by the lubrication savings alone!

Timken economies are built into conveyors by leading manufacturers. Timken engineers will give you data upon request.

THE TIMKEN ROLLER BEARING CO.
CANTON, OHIO

TIMKEN
Tapered
ROLLER BEARINGS



Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Beer & Co., Inc., E. H., grain, hay, seeds.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Steen & Bro., E., grain receivers and exporters.*

BLOOMINGTON, ILL.

Hasenwinkle-Scholer Co., corn and oats.*

BLUFFTON, IND.

Studabaker Grain & Seed Co., grain, hay, seeds.*

BUFFALO, N. Y.

Corn Exchange Members.

Basil Burns Grain Corp., grain merchants.
Globe Elevator Co., receivers and shippers.
Grain Marketing Co., grain merchants.
McKillen, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Quisenberry Feed Mfg. Co., "Quality Feeds."
Ratcliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain and feed.*
Townsend Ward Co., The, consignments.*

CAIRO, ILL.

Board of Trade Members.

Hamday Elevator Co., grain dealers.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

King Wilder Grain Co., grain shippers.*
Murrel Grain Co., Ray, receivers and shippers.*

CHICAGO, ILL.

Board of Trade Members.

Badenoch Co., J. J., grains, millfeeds, concentrates.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*
Chicago Grain & Salvage Co., salvage grain.
Clement, Curtis & Co., members all exchanges.*
Cross, Roy, Eberhart & Harris, grain commission.*
Dole & Co., J. H., grain and seeds.*
Grain Marketing Co., grain merchants.
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Hoit & Co., Lowell, commission, grain and seeds.
Hulburd, Warren & Chandler, stocks, bonds, grain, etc.
Lamson Bros. & Co., consignments solicited.*
Logan & Bryan, grain, stocks, provisions.*
McKenna & Dickey, commission merchants.*
Norris Grain Co., grain merchants.*
Rothschild Co., D., receivers and shippers.*
Rumsey & Co., grain commission.*
Shaffer Grain Co., J. C., grain merchants.*
Somers, A. L., grain commission.
Thomson-McKinnon, members leading exchanges.

CINCINNATI, O.

Grain & Hay Exchange Members.

Cleveland Grain & Mfg. Co., grain merchants.*
DeMolet Grain Co., receivers and shippers.*
Early & Daniel Co., grain, hay, feed.*
Scholl Grain Co., receivers and shippers.*

CIRCLEVILLE, O.

Cook, Wade H., grain, hay and grain products.*

*Members Grain Dealers National Association.

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., shpr. grain, millfeed, oil and c. s. meal.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*

COLUMBUS, O.

Smith-Sayles Grain Co., The, buyers and shippers.*

CROWLEY, LA.

Lyman, C. W., broker corn, oats, feeds, hay.

DAVENPORT, IA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Denver Elevator, wholesale grain, flour, millfeed.
Kellogg Grain Co., O. M., receivers and shippers.
Farmers Union M. & E. Co., millers, grain mchts.
Pheips Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., The, wheat, corn, oats, rye, barley.*

DES MOINES, IA.

Board of Trade Members.

Lockwood, Lee, broker.

DETROIT, MICH.

Board of Trade Members.

Caughey-Jossman Co., grain and field seeds.*
Lapham & Co., J. S., grain dealers.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*

DULUTH, MINN.

Board of Trade Members.

White Grain Co., receivers and shippers.*

EMPORIA, KANS.

Trusler Grain Co., grain merchants.

FORT DODGE, IOWA.

Christensen, George, grain broker.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission consignments.
Ft. Worth Elevators Co., gr. merchants, pub. storage.
Grain Marketing Co., grain merchants.
Moore-Seaver Grain Co., recvrs., shprs., consignments.*
Rogers Co., E. M., strictly bkg. and consignments.*
Transit Grain & Com. Co., consignments, brokerage.*
Universal Mills, "Superior Feeds."

GALVESTON, TEX.

Texas Star Flour Mills, flour and corn millers, expttrs.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.
Rothschild Co., S., grain, c/s products, rice, b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Central Grain & Laboratories Co., The, recvrs.-shprs.
Collingwood-Moore Grain Co., receivers and shippers.
Gano Grain Co., wheat, corn, sorghums.
Hutchinson Grain Co., mill orders.
McReynolds, A. G., grain merchant.
Southwest Grain Co., consigmnts., country run grain.

KANKAKEE, ILL.

Breckenridge Grain Co., grain dealers.

INDIANAPOLIS, IND.

Board of Trade Members.

Bingham Grain Co., The, receivers and shippers.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.*
Hart-Malbucher Co., grain merchants.*
Kinney Grain Co., H. E., receivers and shippers.*
Montgomery & Tompkins, receivers and shippers.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.

KANSAS CITY, MO.

Board of Trade Members.

Bruce Bros. Grain Co., consignments.
Christopher & Co., B. O., kafir, feterita, mlo.*
Davis Grain Co., A. C., grain commission.
Denton Hart Grain Co., consignments.*
Ernst Davis Grain Co., commissions.
Hipple Grain Co., mlo-kafir.
Lichtig & Co., H., kafir, mlo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
Miller Grain Co., S. H., consignments.
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Scoular Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.
Thresher Grain Co., R. J., grain commission.*
Updike Grain Corp., consignments.
Vanderslice-Lynds Co., commission.*
Wilser Grain Co., consignments.*

LEAVENWORTH, KANS.

Cranston-Liggett Gr. & Feed Co., corn, mixed feed.

LITTLE ROCK, ARK.

Grain Exchange Members.

Farmer Co., E. L., brokers, grain and millfeed.*
Gordy Co., C. L., grain brok., hay, grain and millfeed.

LOUISVILLE, KY.

Board of Trade Members.

Callahan & Sons, receivers and shippers of grain.*
Bingham-Hewett Grain Co., recvrs., shippers of grain.*
Kentucky Public Elevator Co., storers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

McKINNEY, TEX.

Reinhardt & Co., wheat, corn, oats, maise.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker and com., consignments.*
Buxton, E. B., broker and commission merchant.*
U. S. Feed Co., grain, hay, millfeed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, sour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Frankie Grain Co., The, grain and feed.
Froedtert Grain & Maltng Co., recvrs. and shippers.*
Kamm Co., P. C., grain shippers.*
LaBudde Feed & Grain Co., grain, feed, hay.*
Milwaukee Grain Com. Co., recvrs., grain and seed.

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Davies Co., F. M., grain commission.*
Delmar Co., shippers.
Fraser-Smith Co., grain merchants.*
Hubenthal, C. G., gr. mchts., oil meal, chicken feed.
Hiawatha Grain Co., screenings.*
Malmquist & Co., C. A., receivers and shippers.*
Marfield Grain Co., grain commission.*
Sheffield Elevator Co., shippers of grain.*
Stuhr-Seidl, shippers grain and feed.*
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.*

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.*

NEW YORK CITY.

Produce Exchange Members.

Abel, Joseph A., grain broker.
Jones & Co., M. B., buyers—quote us.*
Knight & Co., grain brokers.
Therrien, A. F., broker.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Grain Marketing Co., milling wheat specialists.
Hardeman-King Co., millers, grain dealers.*
Marshall Masters Grain Co., grain, feed, seeds.*
McManus Gr. & Feed Co., W. F., wh., corn, oats, mfeed. Balbach, Paul A., grain buyer, all markets.
Okla. City Mill & Elevtr. Co., millers, gr. dealers.*
Perkins Grain Co., W. L., strictly brokerage.
Scannell Grain Co., E. M., grain and feed.
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.

OMAHA, NEBR.

Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., consignments.*
Taylor Grain Co., brokers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Updike Grain Co., milling wheat.*

PEORIA, ILL.

Board of Trade Members.

Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.
Luke Grain Co., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Hardman & Daker, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Stewart & Co., Jesse C., grain and mill feed.*

PONTIAC, ILL.

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.*
Gordon Grain Co., grain commission.*
Niedorp Grain Co., buyers-sellers of corn.*

SAN ANTONIO, TEX.

King, Douglas W., wheat, corn-brok., Texas R. Oats.*

ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedingstuffs, grain, seeds.*
Graham & Martin Grain Co., grain commission.*
Hall Grain Co., Marshall, grain merchants.*
Hunter-Robinson Mfg. & Gr. Co., grain, feedstuffs.*
Langenberg Bros. Grain Co., grain commission.*
Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*

ST. LOUIS, MO. (Continued.)

Picker & Beardsley Com. Co., grain and grass seed.*
Powell & O'Rourke Grain Co., buyers-sellers corn.*
Turner Grain Co., grain commission.*

SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., whise. grain, hay, mill feeds.

SIDNEY, OHIO.

Custenborder & Co., E. T., buyers-sellers grain.*
Wells Co., The J. E., wholesale grain.*

SIOUX CITY, IA.

Board of Trade Members.

Western Terminal Elevator Co., receivers and shippers.*

TOLEDO, O.

Produce Exchange Members.

Churchill Grain & Seed Co., field seeds, popcorn.
De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenbiser & Co., John, grain receivers, shippers.*
Zahn & Co., J. F., grain and seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

WICHITA, KANS.

Board of Trade Members.

Bedell Elevator Co., milling wheat.*
Beyer Grain Co., grain merchants.*
Blood Grain Co., I. D., receivers and shippers.
Harold Grain Co., J. R., consignments, mill orders.
Smith McLinden Grain Co., wheat, corn, kafir, millfeed.
Simonds-Shields-Lonsdale Co., receivers and shippers.
Stevens Scott Grain Co., receivers and shippers.
Wallingford Bros., milling and export wheat.*
Wichita Terminal Elevtr. Co., general grain and elevtr.*

WICHITA FALLS, TEX.

Mytinger Mfg. & Grain Co., grain, feed, seeds.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., Whlrs. gr. and seeds.*

* Member Grain Dealers National Association.

Board of Trade
Members

KANSAS CITY

Board of Trade
Members

Handling
Consignments
and Futures
47 Years

B. C. Christopher & Co.

KANSAS CITY MO.

Buyers and
Shippers Kaffir,
Feterita, Milo
Maize, Mill Feed

CONSIGN

ERNST-DAVIS COM. CO.
Kansas City

CIPHER CODES

We carry the following cipher codes in stock and can make prompt delivery.

Universal Grain Code, board cover...\$1.50
Universal Grain Code, flexible leather 3.00
Robinson's Cipher Code, leather..... 2.25
Miller's Code (1917), cloth..... 2.00
Cross Telegraphic Cipher Code..... 2.00
A. B. C. Code, 5th Ed., with sup.....20.00
Baltimore, Export Cable Code.....15.00
Bentley's Complete Phrase Code.....15.00
Riverside Flour Code, Improved, 6th Edition.....12.50
Calpack Code (1923).....10.00

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL
309 So. La Salle St. Chicago, Ill.

HIPPLE GRAIN CO., KANSAS CITY, MO.

MILO and KAFIR - Wire us for prices delivered - Write for daily card quotations

A. C. DAVIS GRAIN CO.

Grain Commission

Mill Orders a Specialty

Consignments and Future Orders Solicited
KANSAS CITY, U. S. A



Buyers—Sellers
WHEAT . CORN
OATS . BARLEY
CONSIGNMENTS
MILL ORDERS

Scoular-Bishop Grain Co.

CONSIGNMENTS - Kansas City - Omaha

SHANNON GRAIN COMPANY

CONSIGNMENTS

201-2 Board of Trade KANSAS CITY, MO.

Yes Sir:

Real
Service

We Handle Consignments

S. H. Miller Grain Co.
Kansas City Missouri

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.

Your grain going via lake to the Atlantic seaboard must go through

Buffalo

Any of the Corn Exchange members listed below can serve you exceptionally well.

Basil Burns Grain Corp.
Grain Merchants

Globe Elevator Company
Receivers and Shippers

J. G. McKillen, Inc.
Receivers and Shippers

Pratt & Co.
Receivers and Shippers

Quisenberry Feed Mfg. Co.
Quality Poultry, Dairy and Stock Feeds

Grain Marketing Co.
Grain Merchants

Sunset Feed & Grain Co., Inc.
Receivers and Shippers

The Townsend-Ward Co.
Grain Merchandising and Consignments

S. M. Ratcliffe
Commission Merchants—
Consignments

Seymour-Wood Grain Co.
Consignments

Grain and Hay
Exchange Members

PITTSBURGH

Grain and Hay
Exchange Members

HARPER GRAIN CO.
Wabash Building
*Modern elevator facilities
at your command.*

JESSE C. STEWART CO.
GRAIN and FEED
Own and Operate the
IRON CITY GRAIN ELEVATOR
PITTSBURGH, PA.
Branch Office at Clarksburg, W. Va.

ESTABLISHED 1872
R. S. McCAGUE, Ltd.
Receivers and Shippers
Corn, Oats, Hay and Mill Feed
PITTSBURGH, PA.

Board of Trade
Members

PEORIA

Board of Trade
Members

C. N. D. QUOTATIONS

A complete record of C. N. D. or Radio Market Quotations is invaluable for ready reference.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday 192....." Columns are provided for three Wheat options, three Corn, three Oats, three Rye and two Barley. Spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, printed on bond paper, 9½x11½, are well bound in book form, with flexible pressboard covers—a year's supply. Order Form 97-5. Price \$1.00. Weight 14 oz.

GRAIN DEALERS JOURNAL
309 South La Salle St. Chicago, Ill.

P. B. Miles
and
C.C.

Established - 1875

Incorporated - 1910

Peoria, Illinois

Handling Grain on Commission
Our Specialty

W. W. Dewey & Sons
COMMISSION MERCHANTS
33-35 Board of Trade
Peoria, Ill.

Turner-Hudnut Company
Receivers **GRAIN** Shippers
42-47 Board of Trade

Board of Trade
Members**CHICAGO**Board of Trade
Members

Special Wire and Salesman Service

LAMSON BROS. CO.**WHEAT, CORN
OATS, RYE**

166 W. Jackson Blvd. Chicago, Ill.

Cross, Roy, Eberhart & Harris

Incorporated

Postal Telegraph Building, Chicago

GRAIN COMMISSION*We Specialize in Hedging and Spreading Operations
Between Terminal Grain Markets***CARHART CODE HARWOOD CO.****Grain Commission**

Board of Trade CHICAGO

"SINCE 1873"

"SINCE 1873"

J. J. BADENOCHE CO.

Commission Merchants

GRAIN PROVISIONS COTTON

332 S. La Salle St.

Chicago, Ill.

**WE WANT YOUR BUSINESS
NOT LATER—BUT TODAY**Especially Consignments
GRAINS ALL WAYS**McKENNA & DICKEY**

60 Board of Trade, Chicago

Chicago Grain & Salvage Co.

Dealers in

SALVAGE GRAIN

GRAIN, FEEDS, Etc.

Write or Wire

930 Postal Telegraph Bldg.

CHICAGO

E. W. BAILEY & CO.**Commission Merchants**

Receivers and Shippers of

GRAIN, SEEDS, PROVISIONS

72 Board of Trade, CHICAGO

BARTLETT FRAZIER Co. GRAIN MERCHANTSF. C. Austin Bldg.
CHICAGO**Harris, Winthrop & Co.**

1 Wall Street, New York

The Rookery, Chicago

GRAIN COMMISSION

Members of Principal Exchanges

LOGAN & BRYAN

BROKERS

Stocks, Bonds, Cotton, Grain, Copper

Sugar, Cotton Seed Oil, Provisions

Private Wires Atlantic to Pacific

1-2-5 BOARD OF TRADE CHICAGO

Branch Office, Congress Hotel

HITCH & CORDER

COMMISSION MERCHANTS

Members Chicago Board of Trade

Webster Bldg., 327 So. La Salle St., CHICAGO, ILL.

Tel. Wabash 6584

Read the Advertising pages.

They contain many stories of interest.

The *Grain Dealers Journal* presents only reputable concerns.

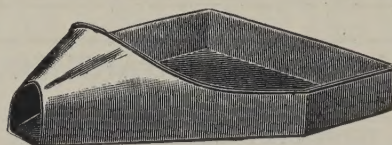
FOR BEST RESULTS SHIP YOUR GRAIN AND SEEDS TO

J. H. DOLE & COMPANY

RECEIVERS AND COMMISSION MERCHANT

327 South La Salle Street

CHICAGO ILL.

JOHN E. BRENNAN & CO. GRAIN and SEEDS
COMMISSION MERCHANTS CHICAGO**GRAIN SAMPLE PANS**

Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities.

Seed Size, 1½x9x11", \$1.65.

Grain Size, 2½x12x16½", \$2.00.

Send All Orders to

GRAIN DEALERS JOURNAL, 309 So. LaSalle St., Chicago, Ill.

GRAIN MARKETING CO.Members of
Leading Exchanges**Grain Merchants and Elevator Operators**

WITH GENERAL OFFICES AT

208 South LaSalle Street, CHICAGO

HAS ACQUIRED THE BUSINESS OF

Armour Grain Company

Rosenbaum Grain Corporation

Rosenbaum Brothers

Davis-Noland-Merrill Grain Co.

We Solicit Shipments of Grain to

Chicago

St. Louis

Kansas City

Milwaukee

New York

Galveston

Ft. Worth

Toledo

Buffalo

Norfolk

The Executives of the Acquired Companies Have Been Retained as Managers

Specialists in Milling Wheats.

Manufacturers of the HIGHEST QUALITY of POULTRY—DAIRY—HORSE—HOG FEEDS

Board of Trade
Members

CHICAGO

Board of Trade
Members

RUMSEY & COMPANY

COMMISSION MERCHANTS

Board of Trade

Chicago, Illinois

J. C. SHAFFER GRAIN CO.

Grain Merchants

111 W. Jackson Boulevard
Chicago, Ill.

CLEMENT CURTIS & CO., The Rookery Bldg., CHICAGO

Members of all principal Exchanges.

Private wire service to all leading cities in this country.

THOMSON & McKINNON

BROKERS

Chicago St. Paul Indianapolis Toledo New York Philadelphia

Members of All Leading Exchanges

Facts or Figures Relative to Securities or
Commodities Cheerfully Supplied.

Clark's Double Indexed Car Register

for car lot dealers

Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15 1/2" of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

Form 40 contains 42 pages, bound in heavy canvas covers with spaces for registering 13,200 cars. Price, \$2.50. Weight 1 3/4 lbs.

FORM 42 contains 72 pages, bound in art canvas covers with spaces for registering 21,600 cars. Price, \$3.25. Weight 2 3/4 lbs.

Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

Established Over Forty Years

Hulburt, Warren & Chandler

208 S. La Salle St., Chicago

Stocks Bonds Grain Cotton

A. L. SOMERS

Successor to Somers, Jones & Co.

95 Board of Trade Chicago, Ill.

Grain Commission Merchants

Ship Us That Next Car

Grain Exchange
Members

ST. JOSEPH

Grain Exchange
Members

We Want Your
Business
Ask for Our Prices

The A. J. Elevator Company

ST. JOSEPH, MO.

Hard and Soft Wheat
Corn and Oats
Write, Wire or Phone Us

BUYERS AND SELLERS OF

CORN

NIEDORP GRAIN CO.
St. Joseph, Mo.

GORDON GRAIN CO.

CONSIGNMENT SPECIALISTS
ST. JOSEPH, MO.

Produce Exchange
Members

TOLEDO

Produce Exchange
Members

J. F. ZAHM & CO.

TOLEDO, OHIO

Your consignments and orders for futures solicited in either

GRAIN OR SEEDS
TOLEDO OR CHICAGO

Clover Seed

International Game, played in Toledo, Ohio.
Providence does dealing. When "Seedy" favor

C. A. KING & CO.

Like Billy Sunday they deal in cash and futures.

JOHN WICKENHISER & CO.

Wholesale Grain Dealers
TOLEDO, OHIO

We make track bids and quote delivered prices. Solicit Consignments of Grain and Clover Seed. Members Toledo Produce Exchange and Chicago Board of Trade.

There is a great satisfaction in trusting your
CONSIGNMENTS OF GRAIN AND SEED
to a firm you KNOW to be RELIABLE.

H. W. DEVORE & CO.

1887

Toledo, Ohio

1925

Upon readers patronage of its
advertisers depends the success of
the *Grain Dealers Journal* work.
Will you mention it?

SOUTHWORTH'S

WEEKLY REVIEW

Covers GRAIN, SEED AND COTTON.
It is FREE to all within our business range.
SOUTHWORTH & CO. - - TOLEDO, OHIO

DENVER

shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

T. D. Phelps Grain Co.

Wholesale Grain and Beans.

The Summit Grain Co.

Receivers and shippers of all kinds of grain.
Elevators: Denver, Cheyenne Wells and Arapahoe, Colo.

O. M. Kellogg Grain Co.

Receivers shippers of all kinds of grain.

Farmers Union Mfg. & Elev. Co.

Millers and Grain Merchants.
38th and Wynkoop Sts.

The Conley-Ross Grain Co.

Wholesale Grain.

The Ady & Crowe Mercantile Co.

Grain, Hay, Beans.

Rocky Mountain Grain Co.

Grain Merchants—Export and Domestic.

Denver Elevator

Wholesale Grain, Flour, Mill, Feed and Pinto Beans.
We operate 30 elevators in eastern Colorado.

Note:—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange when discount is not provided for in the contract.

Board of Trade
Members

CAIRO

Board of Trade
Members

CORN

Halliday Elevator Company
GRAIN DEALERS
CAIRO, ILL.

OATS

Chamber of Commerce
Members

BALTIMORE

Chamber of Commerce
Members

[Established 1900]
G. A. HAX & CO.
COMMISSION
Grain and Hay
BALTIMORE MARYLAND

E. H. BEER & CO., INC.
Successors to
Chas. England & Co., Inc.
GRAIN—HAY—SEEDS
Commission Merchants
308-310 Chamber of Commerce, Baltimore

Baltimore Grain Co.
Receivers & Exporters
Baltimore Maryland

Merchants Exchange
Members

ST. LOUIS

Merchants Exchange
Members

PICKER & BEARDSLEY COM. CO.
"THE CONSIGNMENT HOUSE OF ST. LOUIS"
GRAIN, HAY, GRASS SEEDS, KAFIR, MILO
125 MERCHANTS EXCHANGE BLDG ST. LOUIS, MO.

Established 1877
Langenberg Bros. Grain Co.
St. Louis New Orleans

Nanson Commission Co. GRAIN, HAY and SEEDS
202 Merchants Exchange Bldg., ST. LOUIS, MO.

**MARTIN & KNOWLTON
GRAIN CO.**

SUCCESSORS TO
GOFFE & CARKENER CO.
Receivers and Shippers St. Louis, Mo.

GRAIN MARSHALL HALL GRAIN COMPANY
HANDLED ON COMMISSION
BOUGHT TO ARRIVE
SOLD FOR SHIPMENT
EXPORT
ST. LOUIS
ST. JOSEPH

"We Ship What We Sell"
Powell & O'Rourke
Grain Company
Operating Brooklyn St. Elevator
Buyers and Sellers of Corn
846 Pierce Bldg. St. Louis

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.

"We Ship What We Sell"

Chamber of Commerce
Members

MINNEAPOLIS

Chamber of Commerce
Members

MARFIELD GRAIN COMPANY
Receivers and Shippers MINNEAPOLIS, MINN.

Fraser-Smith Co.
GRAIN
Minneapolis - Milwaukee

CORN -- OATS -- BARLEY -- RYE
For Prompt Shipment in any Quantity
**The VAN DUSEN-
HARRINGTON CO.**
MINNEAPOLIS DULUTH

Cereal Grading Co.
GRAIN MERCHANTS

We buy, sell, store and ship
all kinds of grain. Get our
offers, or try us with your
consignments.

LIBERAL ADVANCES
Operators of Elevator "R"
Chamber of Commerce
MINNEAPOLIS

CARGILL COMMISSION COMPANY

DULUTH MINNEAPOLIS MILWAUKEE

EFFICIENCY is our watchword; SATISFACTION your reward

SHIP TO CARGILL

"You can't do better; You might do worse."

DELMAR COMPANY
MINNEAPOLIS, MINN.

Shippers
Sulphured, Natural and Clipped Oats,
Barley, Durum Wheat, Also
Milling Wheat and Buckwheat
Ask for Samples and Prices

ACCOUNT BOOKS FOR SALE BY
Grain Dealers Journal
CHICAGO

RECEIVERS, SHIPPERS AND BROKERS

RICHARDSON BROS.
Brokers
Want Offers
Grain - Flour - Mill Feed
Delivered Philadelphia
Either Export or Domestic
The Bourse

E. A. Grubbs Grain Co.
BUYERS—SHIPPERS
Good Milling Wheat
GREENVILLE - OHIO

The Sheets Elevator Co.
GRAIN—HAY—STRAW
Cleveland, Ohio

Buyers—Quote Us
M. B. JONES & CO.
Produce Exchange. New York, N. Y.

CROWELL ELEVATOR COMPANY
Receivers and Shippers
GRAIN
Consignments Solicited
OMAHA

Send Your Offerings to
JOSEPH A. ABEL
GRAIN BROKER
D4 Produce Exchange New York, N. Y.

A CAR-MOVER WITH THE "PUSH"



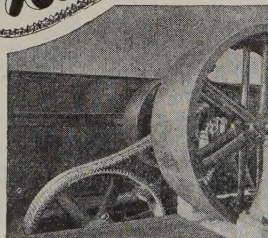
Order one on 30 days' FREE
TRIAL. Freight both
ways paid by us if you
don't find it worth
the price and
then some.

Get
it from
your dealer

The New Badger
ADVANCE
Car-Mover Co.
Appleton, Wis.

Look for the word
"New Badger"—it
identifies our product

MORSE SILENT CHAIN DRIVES



Morse Silent Chain
Drives operate effi-
ciently over any center
distance,—from that
corresponding to en-
gaging gears to 120
inches on large drives.

MORSE CHAIN CO.
ITHACA, N. Y.

There is a Morse Engineer near you

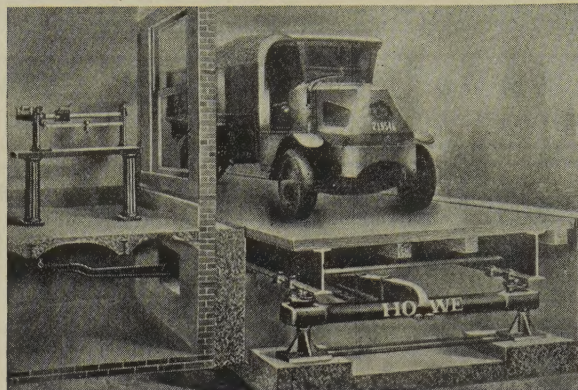
Atlanta, Ga.
Baltimore, Md.
Birmingham, Ala.
Boston, Mass.
Charlotte, N. C.
Chicago, Ill.

Cleveland, Ohio
Denver, Colo.
Detroit, Mich.
Minneapolis, Minn.
New York City

Philadelphia, Pa.
Pittsburgh, Pa.
San Francisco, Cal.
St. Louis, Mo.
Toronto, Ont., Can.
Winnipeg, Man., Can.

SOME GRAIN DEALERS have realized a fortune from the offerings others overlooked. Our advertising pages as well as our reading matter columns present real opportunities to alert readers. Better keep your eyes open and look around as the entire contents of the Journal are prepared especially for you.

Howe Ball Bearing Motor Truck Scales Built to last a Lifetime



Seventy-two years of scale manufacturing experience has taught us to build scales that last a *lifetime*.

Recognized as the leading scale builders, the trade has looked to us to produce a truck scale that would stand the severe duty imposed upon scales of this type.

There are thousands of Howe Ball Bearing Motor Truck Scales in service—all of them doing their work efficiently, accurately, and with minimum maintenance cost.

We have kept faith with industry.

Write
Department G-1
for information
on any type or
style of scale.

THE HOWE SCALE COMPANY

RUTLAND, VERMONT

New York
Philadelphia

Cincinnati
Atlanta

St. Louis
Minneapolis
Portland

Boston
Pittsburg
New Orleans

Cleveland
Chicago

Kansas City
San Francisco

4

Humphrey Elevator

A Safety Belt Employees Carrier

300 Hours Saved!

A CONSERVATIVE estimate places the time saved by the Humphrey in an elevator of average size at 1 hour a day, or 300 hours per 300-day working year.

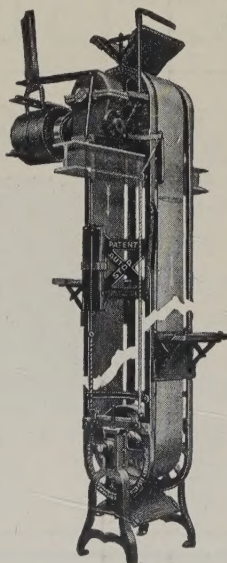
Think what this means! Then consider the reduced fire risk, the improved efficiency, the energy saved, the Humphrey's long life, its utter safety and dependability.

Then ask yourself, "Can I afford to be without a Humphrey?" Write **now** for the complete facts.

Humphrey Elevator Co.

908 Division St., Faribault, Minn.

There is *ONLY ONE GENUINE* Humphrey Elevator.



The Atlas Car Mover

The Car Mover With Power

When you put an Atlas under the wheels of a car there is never a question about moving it.

Compound Action Fully Guaranteed

The Best Car Mover on Earth

APPLETON CAR MOVER COMPANY

Appleton, Wisconsin

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers. Some dealers record oats receipts in front and corn receipts in the back of book; others use a separate book for each kind of grain.

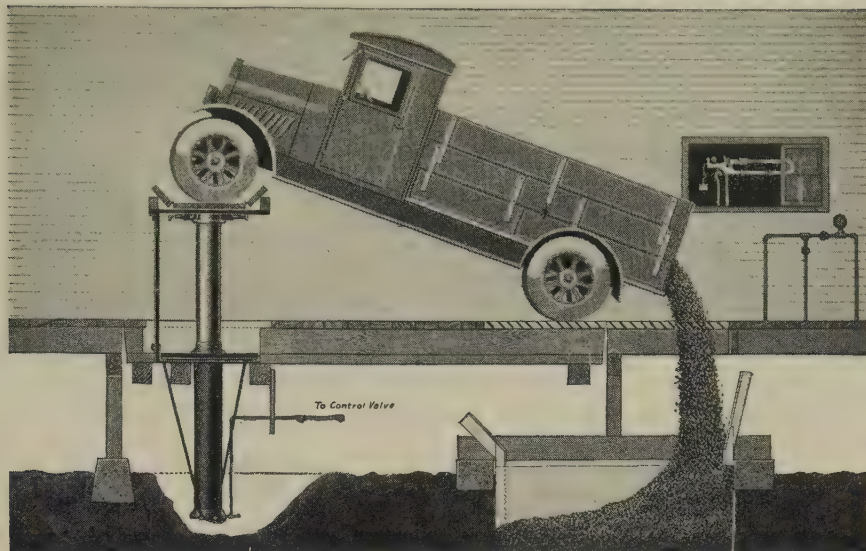
Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 200 pages, 20 lines to each page, giving room for recording 4,000 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

Price, \$3.00

GRAIN DEALERS JOURNAL

309 South La Salle St., CHICAGO, ILL.

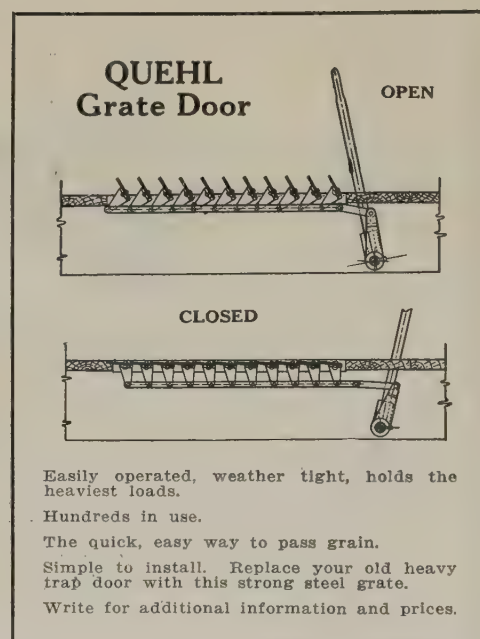


Costs Less to Install and Less per Year!

NOTICE the extra large size of the piston and cylinder of the Strong-Scott Dump. This feature gives it more power and strength, greater rigidity and does away with framework. Its simple, sturdy construction means better and longer service.

Strong-Scott Pneumatic Dump

Lowest installation cost. No expensive concrete foundation is required. It hangs directly from the scale or may be suspended from the driveway timbers. The working parts come to you completely assembled, saving hours of work. Air tank, compressor and piping for normal installation included. Write for full information.



Everything for Every Mill and Elevator

The Strong-Scott Mfg Co.
Minneapolis Minn. Great Falls Mont.
In Canada: The Strong-Scott Mfg. Co. Ltd. Winnipeg





Your Saving Will Pay for It

Insurance companies give reduced rates for elevators with the Dodd System of Lightning protection.

This saving will pay for your installation.

Thus it costs you nothing to protect your elevator from the danger of loss by lightning.

For over 32 years the Dodd System has been the standard—it is Nationally advertised, trade marked and known to nearly everybody.

Write for "Lightning" book today—get the facts. Don't run the risk of losing your elevator.

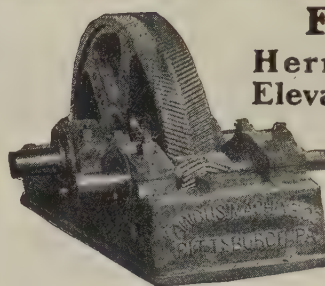
DODD & STRUTHERS
122 Eighth Street Des Moines, Iowa

Shinn-Flat Stops Lightning Losses

The reduction on your insurance when Shinn System Lightning Rods are installed will give you protection without cost. You cannot afford to lose your business—why not protect it now?

We specialize on elevator installations. Will gladly give further information.

W. C. SHINN MFG. COMPANY
152 Whiting St., Chicago, Ill.



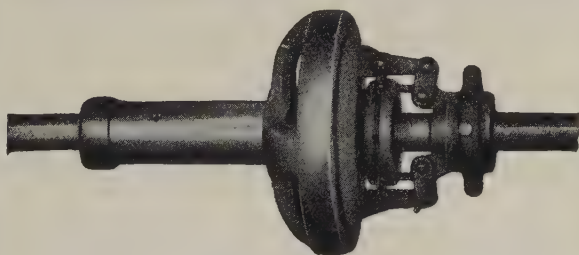
FAWCUS Herringbone Gear Elevator & Conveyor Drives

Save 25% to 50% in maintenance and operating costs.

Gears enclosed in dust proof and oil tight cases with roller bearings.

Efficient - Durable - Compact

FAWCUS MACHINE COMPANY
Pittsburgh, Penn.



THE BEYL

PATENTS FEB. 1920
NOV. 1924
DEC. 1924

Maximum Power—Minimum Cost

This plate type, non-combustible friction clutch has but one adjustment and operates successfully on either high or slow speed duty.

Exposed parts encased where required. Write for booklet describing this powerful clutch. A trial will convince you that it is the ideal one for your elevator, mill or factory.

Link Belt Supply Co.
Manufacturers
Minneapolis - Minnesota

WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Grain Tables
Agricultural Gypsum	Lightning Rods
Attrition Mill	Magnetic Separator
Bag Closing Machine	Manlift
Bags and Burlap	Moisture Tester
Bearings { Roller	Mustard Seed Separator
{ Ball	Oat Bleachers and Purifiers
Belting	Oat Clipper
Bin Thermometer	Oat Crusher
Boots	Pneumatic Conveying Equipment
Buckets	Portable Elevator
Car Liners	Oil Engine
Car Loader	Gas Engine
Car Mover	Motors
Car Fuller	Power Shovel
Car Seals	Radio Equipment
Cleaner	Railroad Claim Books
Claim (R. R.) Collection	Renewable Fuse
Clover Huller	Sample Envelopes
Coal Conveyor	Scales
Corn Cracker	Scale Tickets
Conveying Machinery	Scarifying Machine
Distributor	Self-Contained Flour Mill
Dockage Tester	Separator
Drain Circulating Pump	Sheller
Dump	Siding-Roofing { Asbestos
Dust Collector	{ Steel
Dust Protector	Silent Chain Drive
Elevator Brushes	Speed Reduction Gears
Elevator Leg	Storage Tanks
Elevator Paint	Spouting
Feed Mill	Testing Apparatus
Fire Barrels	Transmission Machinery
Fire Extinguishers	Transmission Rope
Friction Clutch	Waterproofing (Cement)
Grain Driers	

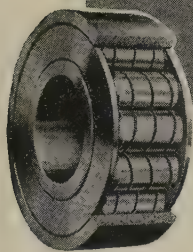
Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

Information Bureau

Grain Dealers Journal, 309 So. La Salle St., Chicago



Hyatt equipped conveyors in Northern Central Grain Elevator of Pennsylvania Railroad Company at Canton, Baltimore, Md.



Hyatt Bearing Equipment In Largest Grain Elevator On United States Atlantic Seaboard



Three of eleven Hyatt equipped double reduction herringbone gear elevator leg drives operating in leading Pacific Coast Grain Elevator.

IN 1918, Hyatt bearings were selected for the concentrator and flat upper and lower rolls of the 78 conveyors of the Northern Central Grain Elevator of the Pennsylvania Railroad Company, which was being erected at Canton, Baltimore, Md. Jas. Stewart & Company, Inc. were the engineers and contractors for this 4,500,000 bu. elevator and the equipment in which Hyatt bearings were used was furnished by The Stephens Adamson Manufacturing Company.

This equipment has now been in service for five years and the thousands of Hyatt bearings used in it have been operating without a single replacement or minute of lost time.

The proven dependability and efficiency of Hyatt bearings in this and in many other terminal grain handling elevators in the United States and Canada are influencing their widely increasing use in grain elevator conveying and elevating machinery.

Complete information on the manner of applying Hyatt bearings to conveying and elevating equipment will be furnished on request by our engineers, without obligation.

Write for a copy of the Hyatt Conveyor Bulletin. It contains 24 pages of valuable engineering data, designs, photographs of installations and other information of interest.

HYATT ROLLER BEARING COMPANY
NEWARK DETROIT CHICAGO SAN FRANCISCO
WORCESTER PHILADELPHIA CHARLOTTE
PITTSBURGH CLEVELAND MILWAUKEE

Kewanee

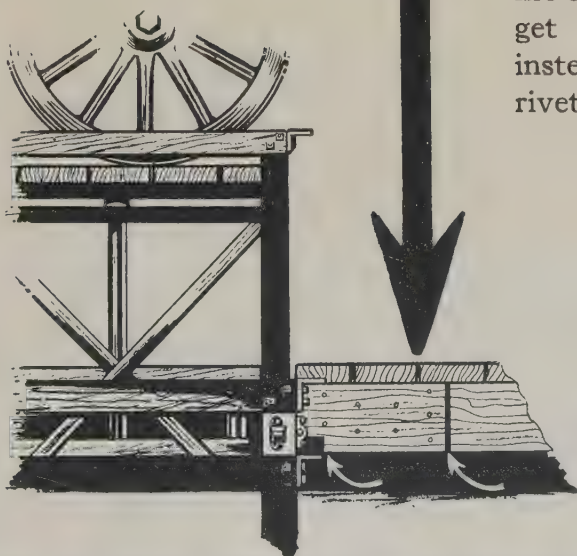
ALL
STEEL **TRUCK LIFT**

*Strengthens your driveway instead
of weakening it*

RIGHT HERE

The illustration shows what happens to your driveway when you install a Kewanee. Seldom are more than 3 joists cut. These are spliced as shown, the ends being rested on the lower angles on each side of lift frames. Nail down flooring and your driveway is really stronger than before.

And notice, when the lift is raised, there are no crevices between the frames and the flooring into which a horse can get his foot.



When you install a Kewanee All Steel Truck Lift you really make your driveway stronger than it was before.

And you don't need to tear out the driveway and buy expensive timbers, as is the case with many truck dumping devices. Which is one of the reasons why it costs so little to install a Kewanee. As a matter of fact, while the price of a Kewanee is sometimes a little more than for some others, the cost of installing it is so low, that installed **it actually costs less money than any other reliable device on the market.**

And never forget that when you buy a Kewanee you get an *all steel device*—a truck lift that will handle the biggest loads easily. You get the only lift that is made with *real roller bearings*. You get the patented Kewanee safety device. And instead of a cheap welded air tank, you get a husky riveted steel air receiver.

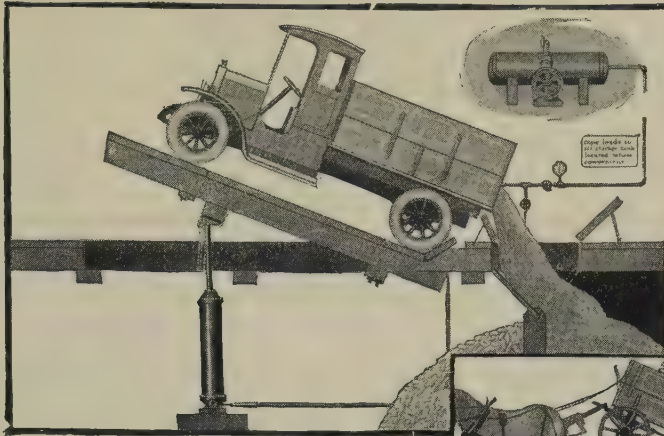
Most good elevator contractors handle and install Kewanee All Steel Truck Lifts. If yours hasn't blue prints and prices, write us direct.

Kewanee Implement Company
Kewanee, Illinois

Southwestern Distributors
Fairbanks, Morse & Co., Kansas City, Mo.

Globe Combination Auto Truck & Wagon Dump

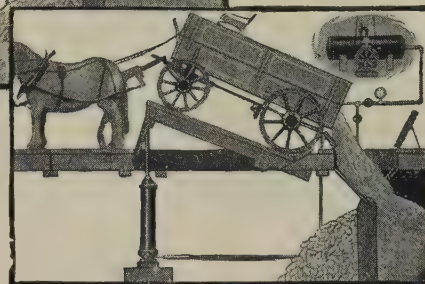
SIMPLE - RELIABLE - PRACTICAL



**More Globe Dumps
Sold in 1924
Than of Any Other
Manufacture**

Can be installed in any driveway or on any scale.
Dumps any size Truck, Wagon or Sled, all on one platform, into one pit hole.
Cylinder can either be hung from scale or driveway or set on separate foundation.

Write for Blue Prints or further information
Also Manufacturers of Trapp all steel dump.



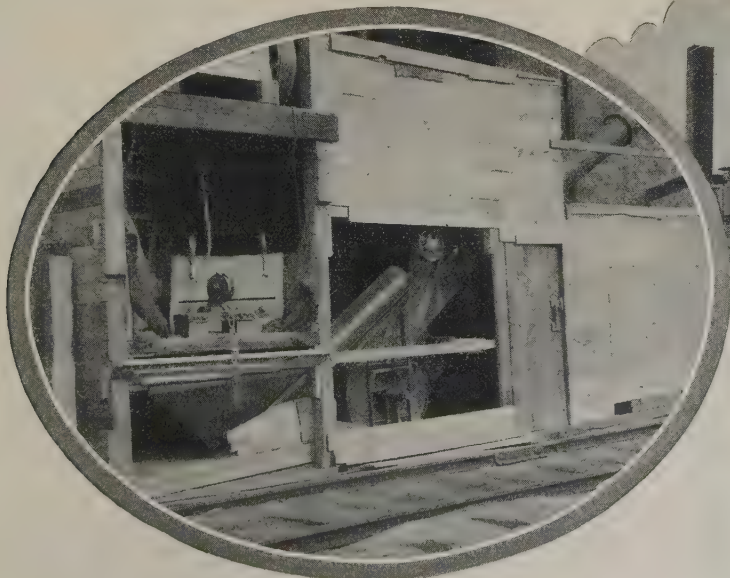
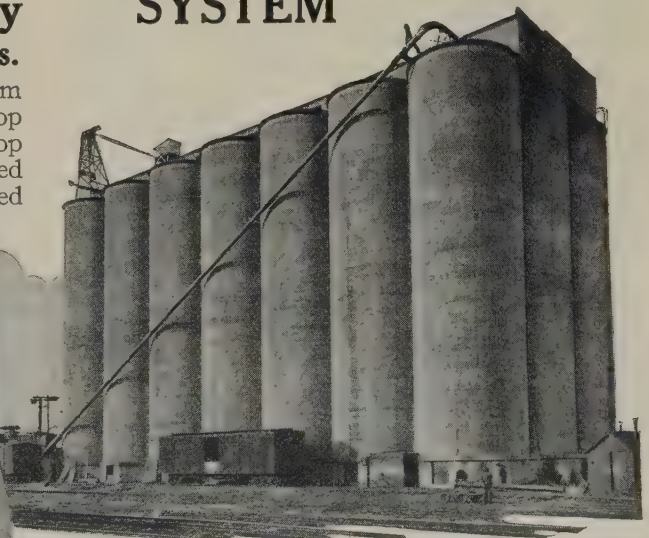
Manufactured by
Globe Machinery & Supply Co.

Des Moines, Ia.

Typical Elevator Installation "BERNERT" SYSTEM

Unloading 8 to 12 Cars a Day
Elevator "E" Grain Marketing Co., Milwaukee, Wis.

Showing close-up view of the Blower and exterior piping from car, 190 ft. to top of elevator. Pipe extends 40 ft. across top of elevator and then doubles back the entire length of top reaching all tanks. Handling all kinds of grain and shelled corn. Machine is rated 1500 bu. per hour and is operated by 30 H. P. motor.

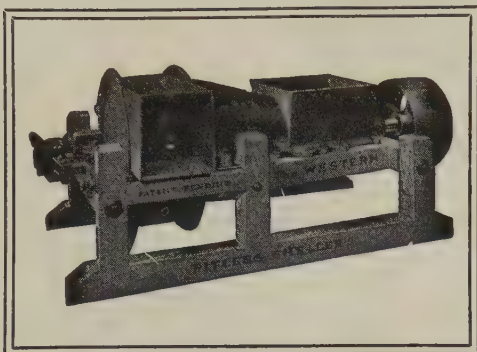


Write for complete description of this installation and how it operates by the superintendent of the plant. Information you should have.

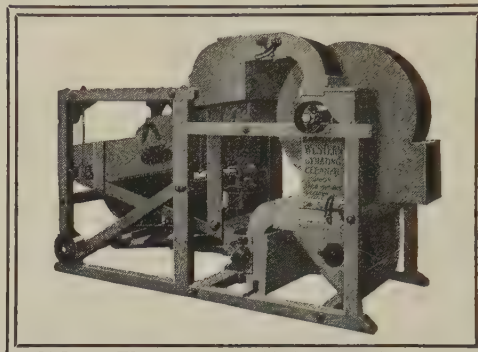
Bernert Sales Corporation
3805 Center St. Milwaukee, Wis.

WESTERN

Grain Elevator Machinery Shellers and Cleaners



PITLESS SHELLER



GYRATING CLEANER

UNION IRON WORKS - DECATUR, ILL.

MOHAWK



RUBBER BELTING

For many years the Standard Belting for elevators.

Specify this belting when contracting Spto build or remodel.

Demand it when ordering direct.

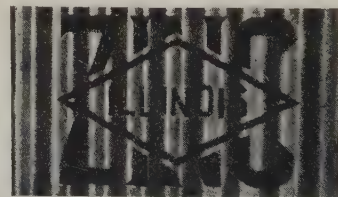
The Gutta Percha & Rubber-Mfg. Co.
301 W. Randolph St. CHICAGO
New York, Boston, Philadelphia, San Francisco Seattle

Use
ILLINOIS
Corrugated Zinc
for the

Roofing and Siding of

Grain Elevators
Warehouses

Sheds and
Farm Buildings



Zinc Cannot Rust

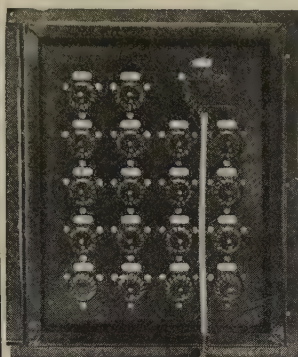
Investigate the low cost of Illinois Corrugated Zinc and compare with your corrugated sheets which require frequent painting to avoid rusting.

Engineering Service and Prices on Application.

The Illinois Zinc Company
PERU, ILL.

Chicago Office
332 So. Michigan Ave.

New York Office
2 Rector St.



The "ZELENY" Protects Your Grain

*A Few
Zeleeny
Installations*

Cargill Grain Co.
Pillsbury Flour
Mills
Bartlett Frasier
Co.
Updike Grain
Co.
Armour Grain
Co.
Larabee Flour
Mills
New Orleans
Public
Elevator
Maney Milling
Co.
Buckeye Cotton
Oil Co.
Red Star Milling
Co.

It is a simple device for testing the condition of grain stored in bins or tanks, by giving at all times the accurate temperature of the grain, not merely at the bottom and the top of the bins, but at intervals of five feet up through the bins. It saves you money by eliminating unnecessary turning of grain, which entails shrinkage, time, labor, power and wear on machinery; prevents bin-burned grain; increases working capacity of plants by saving time.

Further data will be furnished on request.

Western Fire Appliance Works
542 S. Dearborn St. CHICAG

Mr. Elevator Manager,

Do you know that:

Myles Medium salt comes from America's purest salt deposits.

Myles Medium is 99.84% pure salt.

Myles Medium contains no moisture.

Myles Medium is non-hardening.

Myles Medium is sold on a non-hardening guarantee. This guarantee is not limited as to weeks or months and does not bar snowy, rainy or sleety weather.

Myles Medium can be used for any purpose on the farm, from the table to salting stock and curing meat.

This Medium salt costs less than other salt. You will save your customers money because you can sell it at a better price.

Mixed carloads of all grades.

Write us for prices:

Higbie Salt Company

360 North Michigan Ave.

Chicago, Ill.

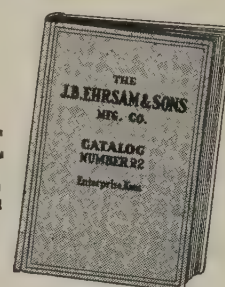


LARGE STOCKS FOR PROMPT SHIPMENT

WHEN you are in a rush for Grain Handling and Milling Equipment, remember we are here to serve you —and quickly. Large stocks of standard parts always on hand and on special equipment, our service will surprise you.

"EHR SAM" GRAIN HANDLING MILLING EQUIPMENT

GET
THIS
VALUABLE
CATALOG
FREE

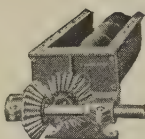
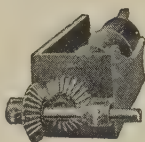


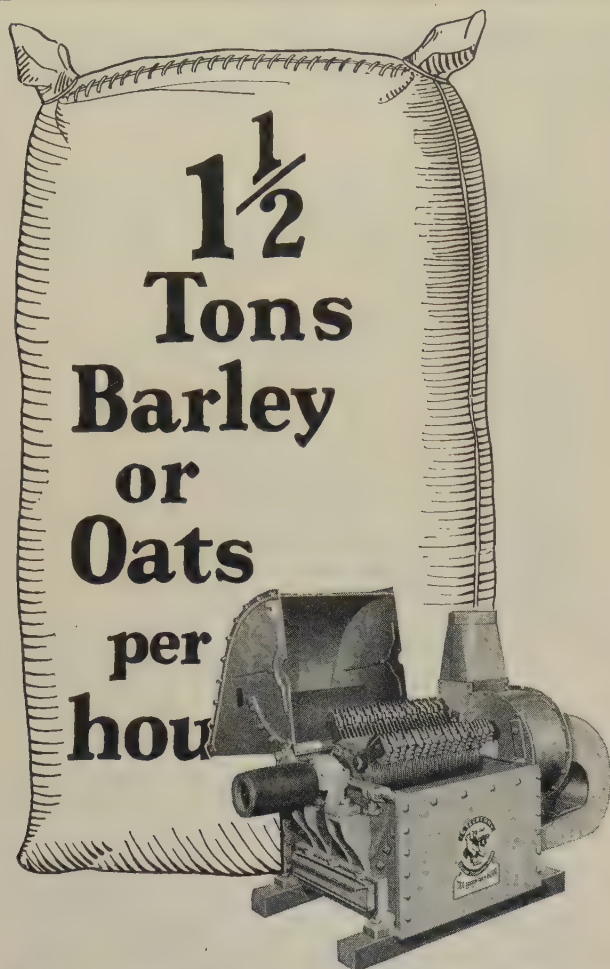
Every elevator and mill operator should have a copy of this valuable catalog. Besides showing the complete line of "Ehrsam" Grain Handling and Milling Equipment, it also contains data of much value to every operator. We suggest that you write for your copy today.

J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KAN.

Manufacturers of Machinery for Flour Mills; Grain Elevators; Cement Plaster Mills; Salt Plants; Coal Handling and Rock Crushing Systems; Fertilizer Factories; Power Transmission, Elevating and Conveying Equipment.





Quantity grinding that means Profit

WHIRLING! SMASHING! BATTERING! CUTTING! GRINDING!—the Jay Bee Mill plows its way through tons of material in one day.

The strength of a giant is in this sturdy machine. Its 16 edged hammers, revolving 3000 times per minute, tear the material to a fine meal. Figure the impact of these hammers for an hour and you can see how easy it is to increase your production up to the point where profits are big.

A successful custom miller, G. W. Sauder, of Sabetha, Kansas, writes us this . . . "as to the capacities that we are getting; we recently ground 50 bushels of newly threshed barley through a $\frac{1}{8}$ " screen in less than one hour."

CAN YOU AFFORD to neglect the profitable business made possible by such volume production?

Write today for our catalogue

BOSSERT CORPORATION

Utica, N. Y.

JayBee

CRUSHER—GRINDER—PULVERIZER

GRUENDLER

Greater Feed Grinding Profits



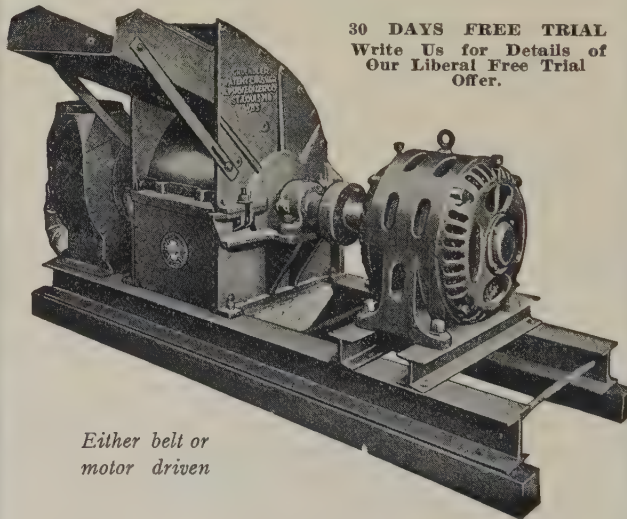
Gruendler grinders are maintaining a high reputation for scientific feed grinding in hundreds of grain elevators throughout the country. There's a Reason.

The installation of Gruendler grinders has enabled grain elevator operators to show a greater profit from their feed grinding business.

The Gruendler is the only grinder on the market that will grind oats and oats hulls satisfactorily.

The feed is automatic and positive, and they are thoroughly dependable, the metal and sand traps give Gruendler grinders the highest endorsement of insurance underwriters.

30 DAYS FREE TRIAL
Write Us for Details of
Our Liberal Free Trial
Offer.



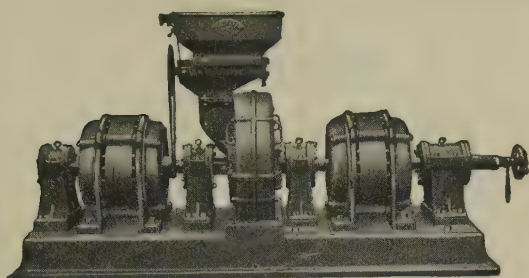
Either belt or
motor driven

Gruendler Patent Crusher & Pulverizer Co.

First and Franklin Ave. St. Louis, Mo.

Gruendler Grinder Sales Co., Grain Exchange, Omaha, Nebr.
Tri-State Machinery Co., Minneapolis, Minn.
J. H. Heckman, 722 Live Stock Exchange, Kansas City, Mo.
A. D. Allen, Ada, Okla.
H. Louis Silver, 2035 N. Meridian, Indianapolis, Ind.
Fred Turner, Coleman Bldg., Louisville, Ky.
Thomas B. Fox, Jonesville, Mich.
V. M. Fuller, Clinton, Iowa.

AN UNBEATABLE PAIR



Munson Superior Batch Mixers

easily mix any dry ration no matter what the ingredients; use less power per ton mixed; mix thoroughly in two or three minutes; discharge quickly and completely; can be located anywhere in the mill and operated from the working floor.

Let us send you Catalog 41.

All Munson machinery backed by 100 years of milling experience

MUNSON MILL MACHINERY CO., Inc.

Established 1825

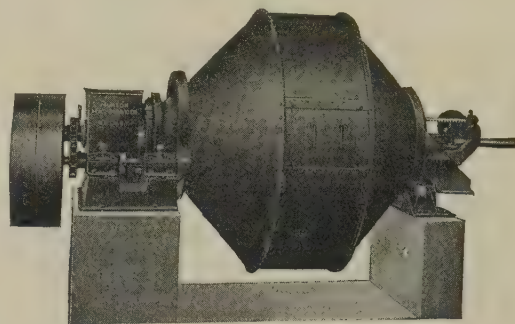
204 Seward Ave., Utica, N. Y.

Feed Mill Specialists

MUNSON ^{BALL BEARING} ATTRITION MILLS

will grind grain to any desired fineness or produce the finest quality of cracked corn at the will of the operator; grinding heads are always in tram; working parts are all easy of access; use less power and grind more per set of plates.

Catalog 52, describing the mills thoroughly, sent on request.



The Bauer

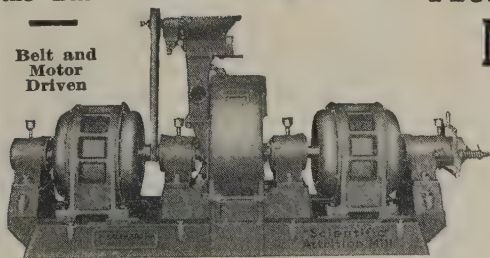
COSTS LESS PER HOUR

Heavy Duty

Attrition Mills

"The Mill that Fills the Bill"

Belt and Motor Driven



The Bauer Ball-Bearing Motor-Driven Attrition Mill

Accessible Interior Self Trimming Safety Quick Release

Put Your Grinding Problems Up to Bauer

Bauer Attrition Mills are made by Attrition Mill Specialists who have made a lifetime study and world-recognized success in building Attrition Mills that increase the output, decrease milling costs and put the Grinding Business in the profit-making class. The Bauer Engineering Department is at your service without cost to you. Let Bauer solve your Grinding Problems.

Send for Catalog

THE BAUER BROS. CO.

506 BAUER BLDG.

SPRINGFIELD, OHIO

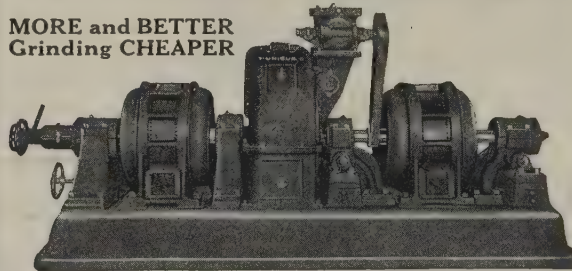
Makers of Bauer Attrition Mills, Corn Crackers, Cake Breakers, Centrifugal Reels, etc.

For Greatest Profit In Feed Grinding, Employ The

UNIQUE

BALL BEARING ATTRITION MILL

MORE and BETTER Grinding CHEAPER



The patented curved arm runnerhead admits of producing a greater volume of grinding.

The tramming device insures uniformity of products at all times.

The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

We shall be glad to send you complete description on request. Write us.

ROBINSON MFG. CO.

42 Robinson Bldg.

MUNCY, PA.

CHICAGO OFFICE—111 W. JACKSON BLVD.

Cover's Dust Protector

Rubber Protector. \$2.00
Sent postpaid on receipt
of price; or on trial to re-
sponsible parties. Has auto-
matic valve and fine sponge.
H. S. COVER
Box 404 South Bend, Ind.


10,000 SHIPPERS
Are now using

TYDEN
CAR SEALS

Bearing shipper's
name and consecu-
tive numbers.

Prevent
CLAIM LOSSES
Write for samples
and prices

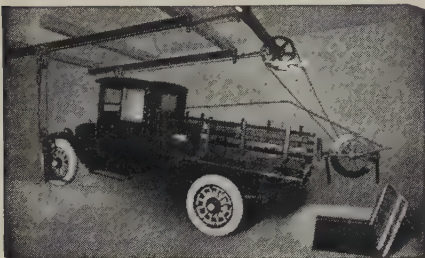
INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Vice President
617 Railway Exchange Bldg., Chicago, Ill.


CONE-SHAPE
GRINDERS
It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the
work! Bowsher's Cone-Shape
grinders are the correct principle
in Feed Mill construction. They
mean larger grinding surface
close to center of shaft; thus More
Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation
of the long-lasting, trouble-proof
Bowsher. Have used a No. 4 ten years
with less than One Dollar per year for
repairs." E. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write
for free catalogue.
N. P. BOWSHER CO., SOUTH BEND, IND.


McMillin Wagon & Truck Dump

Are you quite the modern fellow
That your neighbor Jones, here, is?
Have you got the best equipment
Takes to get and keep the Biz?
If you think that you're awaitin'
For a better day,
Other fellows all around you,
Ain't a thinkin' jest that way,—

Don't go takin' Life too easy,
Don't be feelin' quite so mild.
You may think your neighbor Jones, here
Is a actin' kinda wild.
But when every one gets busy,
And the Mills all hum a tune,
He will make your head go dizzy
For the wagons and the Big Trucks will
Be comin' mighty soon
To his modern elevator, with equipment
Up to date,
He'll be writin' up his new ones on that
doggone little slate.

If you haven't made the move yet,
Well you'll surely feel the bump.
So get busy—Mr. Wait Yet,
And install McMillin's Dump,
For we're sure you're quite the fellow
That your neighbor Jones, here is,
And we know you want equipment
That is just as good as his.

Address

L. J. McMILLIN
525 Board of Trade Bldg.,
Indianapolis, Ind.

WHY-A-LEAK
—STOP IT—
BAD ORDER CARS

cause the loss of many hard earned
dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved
by the use of Kennedy Car Liners.
These car liners practically condi-
tion a bad order car and enable
shippers to load cars that other-
wise would be rejected.

KENNEDY SYSTEM of car liners
prevents leakage in transit and are
made for all cases of bad order
cars, consisting of full Standard
Liners, End Liners and Door Liners.

WILL YOU NOT give us an oppor-
tunity to submit full details of our
system and the low cost for this
protection? We are confident this
would demonstrate to you the effi-
ciency and money saving merits of
our car liners.

THE KENNEDY CAR LINER &
BAG COMPANY

SHELBYVILLE, IND.

Canadian Factory at Woodstock,
Ontario

Scale Ticket
Copying Book

Contains 150 leaves of scale tickets,
four to a leaf. Each leaf folds back
and with the use of a sheet of car-
bon makes a complete and perfect
copy of the original on the stub
which remains. The original tick-
ets form the outer half of page, so
the removal of any ticket does not
release the others.

Each ticket has spaces for the follow-
ing record: No., Date, Load of, From, To,
Gross lbs., Tare lbs., Net lbs., Net bu.,
Price per bu., Test, Man On-Off, and
Weigher's Signature. Size 9 1/4 x 11 inches.
Printed on good paper. 5 sheets of car-
bon. Order Form No. 78, \$1.55; weight
2 lbs.

Grain Dealers Journal
309 So. La Salle St., Chicago, Ill.

If you have
a good thing

Tell the Grain Dealers—
They'll do the rest—

Advertising is the quickest
and best way—but it must be
the right kind of advertising.

If you have spent your good
money without satisfactory re-
sults, it's a case of wrong arti-
cle or wrong advertising.

The easiest, most direct,
most popular and most effective
way to the grain dealer is The
Grain Dealers Journal route.

Try it.

HOTEL
BROADVIEW

Wichita, Kansas

Headquarters for the Kansas
Grain Dealers' Convention
May 21st and 22d

Rooms with bath at \$2.50 per day.
Meetings to be held on the
Roof Garden

Comfort Without Extravagance

Statement of the Ownership, Management,
Circulation, Etc., Required by the Act
of Congress of August 24, 1912,
of Grain Dealers Journal, published semi-
monthly, at Chicago, Ill., for April 1, 1925.

State of Illinois, County of Cook, ss.—
Before me, a notary public in and for the
state and county aforesaid, personally ap-
peared Charles S. Clark, who, having been
duly sworn according to law, deposes and
says that he is the business manager of
the Grain Dealers Journal, and that the
following is, to the best of his knowledge
and belief, a true statement of the owner-
ship, management (and if a daily paper,
the circulation), etc., of the aforesaid pub-
lication for the date shown in the above
caption, required by the Act of August 24,
1912, embodied in section 443, Postal Laws
and Regulations, printed on the reverse of
this form, to-wit:

1. That the names and addresses of the
publisher, editor, managing editor, and
business manager are:

Publisher, Grain Dealers Journal, Inc.,
Chicago, Ill.

Editor, R. R. Rossing, Chicago, Ill.

Managing Editor, Charles S. Clark.

Business Manager, Charles S. Clark, Chi-
cago, Ill.

2. That the owners are: (Give names
and addresses of individual owners, or, if
a corporation, give its name and the names
and addresses of stockholders owning or
holding 1 per cent or more of the total
amount of stock.)

Charles S. Clark, 309 South La Salle St.,
Chicago.

John Morrell, Elmhurst, Ill.

3. That the known bondholders, mort-
gagees, and other security holders own-
ing or holding 1 per cent or more of total
amount of bonds, mortgages, or other se-
curities are: (If there are none, so state.)
—None issued.

4. That the two paragraphs next above
giving the names of the owners, stock-
holders and security holders, if any, con-
tain not only the list of stockholders and
security holders as they appear upon the
books of the company, but also, in cases
where the stockholder or security holder
appears upon the books of the company
as trustee or in any other fiduciary rela-
tion, the name of the person or corpora-
tion for whom such trustee is acting, is
given; also that the said two paragraphs
contain statements embracing affiant's
full knowledge and belief as to the cir-
cumstances and conditions under which
stockholders and security holders who do
not appear upon the books of the company
as trustees, hold stock and securities in
a capacity other than that of a bona fide
owner; and this affiant has no reason to
believe that any other person, association
or corporation has any interest direct or
indirect in the said stock, bonds, or other
securities than as so stated by him.

5. That the average number of copies
of each issue of this publication sold or
distributed, through the mails or other-
wise, to paid subscribers during the six
months preceding the date shown above
is (This information is required
from daily publications only.)

CHARLES S. CLARK,

Business Manager.

Sworn to and subscribed before me this
28th day of March, 1925.

(Seal)

O. B. SWANSON,

Notary Public.

(My commission expires March 13, 1929.)

GRAIN ELEVATOR BUILDERS

Better Elevators

We have been building up-to-date elevators for 40 years and are prepared to build country elevators in wood or concrete at a reasonable cost. An inspection of any of the numerous plants which we have built will convince you that they are arranged so as to utilize all space to advantage and to facilitate operation with a minimum expense of power and labor. If you are interested in having such a plant, write us.

Reliance Construction Co.

Board of Trade

Indianapolis, Ind.

Some supposed to be elevator *engineers* will tell you a concrete pit cannot be made water proof.

Would you buy an automobile of a vintage of ten years ago??????

Think this over when looking over plans.

Younglove Construction Co.

Sioux City, Iowa

We build concrete pits that ARE water proof.

J. E. STEVENS

53 Devonshire St. Boston, Mass.

Designer and Builder of

MODERN GRAIN ELEVATORS

MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS

San Francisco Chicago New York Toronto

GEO. A. SAATHOFF

CONTRACTOR and
ELEVATOR BUILDER

Mayer Hotel Peoria, Illinois

A. F. ROBERTS

ERECTS

FURNISHES

ELEVATORS
CORN MILLS
WAREHOUSES

PLANS
ESTIMATES
MACHINERY

SABETHA

KANSAS

L. J. McMILLIN ENGINEER and CONTRACTOR of GRAIN ELEVATORS

Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

★ ★ The Star Engineering Company ★ ★

Specialists in
Grain Elevator Construction

Our elevators stand every test,
Appearance, Strength, Durability
and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

GRAIN and COAL ELEVATORS T. E. IBBERSON CO. CONTRACTING ENGINEERS MINNEAPOLIS, MINN.

L. D. Rosenbauer, Pres.
H. P. Roberts, V. Pres.

L. W. Ledgerwood, Sac
A. E. Owen, Supt. Cons

Southwestern Engineering Company

Designers and Builders of
MODERN MILLS,
ELEVATORS and
INDUSTRIAL PLANTS
SPRINGFIELD, MO.

HORNER & WYATT

Designers of

Flour Mills and Grain Elevators,
Warehouses, Power Plants and
Industrial Buildings.

Preliminary Sketches and Estimates,
Valuations and Reports.

New Board of Trade, Kansas City, Mo.

Follwel-Sinks Form Lifting

JACKS

For
Grain Elevator
and Silo
Construction

Write for new
literature and prices.

(Patented)

Manufactured and sold by
NELSON MACHINE CO.
WAUKEGAN, ILL.

FEDERAL ENGINEERING CO.

Designers and Builders—Grain Elevators, Mills and Warehouses
TOPEKA, KANSAS

C. T. STEVENS

C. E. ROOP

C. B. BARUTIO

Stevens Engineering & Construction Co., Incorporated

Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
GRAND-LACLEDE BUILDING ST. LOUIS, MISSOURI

Minneapolis Steel & Mch. Co. MINNEAPOLIS, MINN.

Steel Tanks for
Grain Storage

CRAMER BUILT

is the mark designating the best in Grain
Elevator Construction at normal prices

W. H. Cramer Construction Co.
NORTH PLATTE, NEBR.

Plans and Specifications Furnished

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

First Unit Municipal Terminals, City of Norfolk, Virginia, U. S. A.



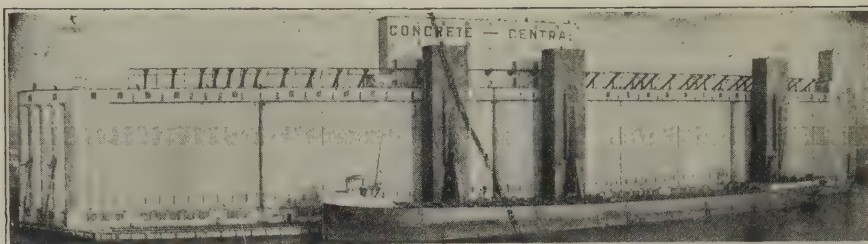
This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of

Folwell-Ahlskog Co.

Engineers and Constructors

Chicago, Illinois, U. S. A.

Operated by
The Eastern Grain,
Milland Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by

Monarch Engineering Company
Buffalo, N. Y.

The Most Modern Elevator in the World



This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

Every day in every way we are designing and building better and better Grain Elevators.

*We have built for many of your friends—Eventually we will build for you
Why not now?*

James Stewart & Co., Inc.

Designers and Builders

GRAIN ELEVATORS

In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.



One of a Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.

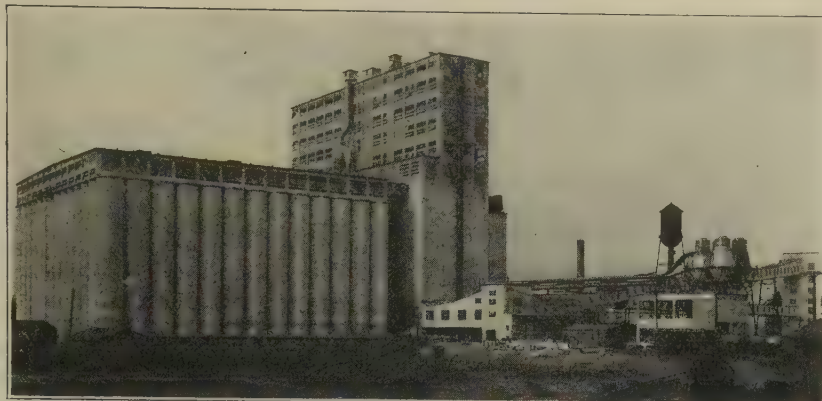
The Saskatchewan Co-operative Elevator Co., Limited.

The Grain Growers' Grain Company, Limited.

**THE BARNETT-McQUEEN
COMPANY, LIMITED**

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William Ont., Duluth, Minn., Minneapolis, Minn.



The Baltimore and Ohio R. R. Co.'s
Baltimore, Md.

Terminal Grain Elevator

Capacity 3,800,000 Bushels

*The Most Rapid Grain Handling
Plant in the World*

Constructed by

THE **M. A. LONG** CO.

Engineers and Constructors
Grain Elevator Department

Baltimore - Maryland

2,000,000 Bushel Elevator
3,000 bbl. Flour Mill
Office Building
Power Plant
Warehouses
and other
Buildings

Built by

Fegles Construction Co., Ltd.

Minneapolis, Minn.

Ft. William, Ont.



State Owned Mill and Elevator, Grand Forks, N. D.



Ralston Purina Co.'s

500,000 bushel elevator and mixed feed
plant including hay warehouses, hay
grinding mill, office,
molasses storage, etc.

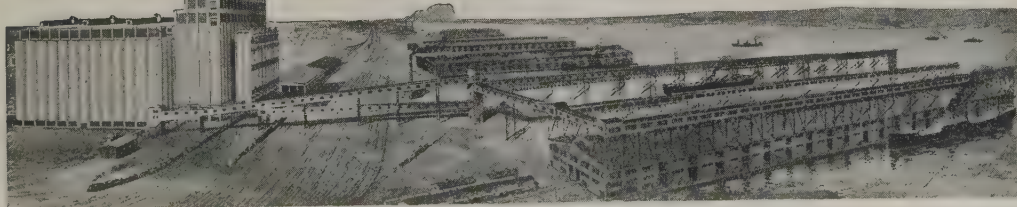
Grain Elevators—Flour
and Feed Mills

Designers and Builders

Jones - Hettelsater Construction Company, 708-9 Mutual Building
KANSAS CITY, MO.

"A 1923 model that speaks for itself"

Baltimore & Ohio R. R.
Baltimore



John S. Metcalf Co.

Grain Elevator Engineers

108 S. La Salle Street
Chicago, Ill.

54 St. Francois Xavier
Street
Montreal, Que.

also at

Melbourne,
Australia

Buenos Aires,
Argentina

Vancouver, B. C.

London,
England

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

MINN.—15,000 bu. grain elevator for sale; gas power; cleaner and loading scale. Address 54F2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Terminal elevator and Kansas Line. 250,000 bus. at half replacement value payments. Allin, Coffeyville, Kansas.

NORTHERN ILLINOIS—3 country grain elevators for sale with lumber yard attached. All in good repair. Address 51W2, Grain Dealers Journal, Chicago, Illinois.

BIG BARGAIN—15,000 bu. elevator, 3 warehouses, corn meal mill, 2 feed mills, 3 coal bins, N. C., Mo., all or half interest. Address 54E23, Grain Dealers Journal, Chicago, Ill.

SOUTHERN MICHIGAN—Elevator and coal business for sale; large volume of business; no competition; excellent farming community. Write 54H5, Grain Dealers Journal, Chicago, Ill.

REPLY REGARDING MY AD. I received twelve answers from the first appearance. In fact, sold machine to first inquirer—could sell a carload of them from one insertion.—C. A.

MONTANA—Elevator, coal and feed business for sale. Doing fine business and legitimate reason for selling. Might consider taking in partner if able to put in right amount of cash and take charge of the business. Address 54G2, Grain Dealers Journal, Chicago, Ill.

IOWA—36,000 bu. elevator for sale in a good grain territory; no competition; good warehouse; electrically equipped; truck scales; air dump; land goes with buildings. Fine lake town; a bargain if taken soon. Write or call on C. M. Steward, Lake View, Sac Co., Iowa.

OHIO—40,000 bu. iron clad elevator for sale. Good grain territory; 400 car station doing good profitable business; electrically equipped; in good running order; storage for 10 cars hay, 10,000 bus. ear corn; best shipping R. R. in Ohio; one competitor. Good reason for selling. H. G. Pollock, Middle Point, Ohio.

SOUTHWEST IOWA—Elevator in the best corn and wheat country in Iowa; only elevator at this station; handles grain, coal, lumber and live stock; excellent location for good grain and stock man; fine place for feeding hogs and cattle in connection; handy to Omaha, St. Joseph, Kansas City, St. Louis and Chicago. Good terms. Sickness cause of selling. Address 54H7, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—22,000 bu. elevator for sale, cribbed, asbestos covered, on private ground. Electrical equipment, Hess Drier, attrition mill, sheller and cleaner, automatic scale. Modern and in good repair. Good coal and feed business in connection with coal sheds and feed storage room. On C. B. & Q. R. R. in town of 3,000, good schools and churches. Write 54G23, Grain Dealers Journal, Chicago, Ill.

OWING TO ILL HEALTH I offer my Elevator at Jarvis Siding, Towner County, North Dakota, for sale. No competitor. Said elevator is situated 3 miles S. E. of Bisbee, on the Great Northern Ry.; capacity 25,000 bus.; 4 bins on each side, 5 bins overhead, 13 in all, direct spout; Fairbanks standard scales for weighing in and out; Fosston "50 Cleaner"; 10 H. P. "Otto" Engine. Elevator complete with equipment, \$5,000. First come first served.

This property is clear of all incumbrance and taxes are paid to date. No Land deals considered. If interested write or wire Henry Hammerly, Owner, Box 35, Cando, No. Dak.

ELEVATORS FOR SALE.

WESTERN KANSAS—8,000 bu. elevator for sale, main line Missouri Pacific. Address 54F14, Grain Dealers Journal, Chicago, Ill.

TWO INDIANA Elevators, very reasonable. Good grain territory; owner retiring. Address 54H11, Grain Dealers Journal, Chicago, Ill.

WIS.—Up-to-date grain elevator, flour and feed house for sale; reasonable. Write E. Hauterbrook, 1272 Walnut St., Green Bay, Wis.

NORTHEAST KANSAS—Elevator for sale on Atchison, Topeka & Santa Fe R. R., doing good business. Address 54E24, Grain Dealers Journal, Chicago, Illinois.

THREE ILLINOIS ELEVATORS, within 100 miles of Chicago, all well worth price asked. For information address 54H12, Grain Dealers Journal, Chicago, Illinois.

OHIO—12,000 bu. elevator for sale, private ground, electric power, side lines. Fine location. Address 54H10, Grain Dealers Journal, Chicago, Illinois, for particulars.

TAMA, IOWA—25,000 bu. elevator for sale; 4,000 bu. corn cribs; large warehouse; coal bins, capacity 280 tons. Elevator electrically equipped and modern in every respect. Address H. J. Ferguson, Tama, Iowa.

12,000 BU. cribbed elevator, also modern bungalow, garage and chicken house; 65 miles S. W. of Omaha. A money making proposition; no competition; very little feeding. Address 54F16, Grain Dealers Journal, Chicago, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

INDIANA, JAY COUNTY, fully equipped grain elevator, capacity 18,000 bus., gasoline power. Metal and tile building; on G. R. & I. R. R.; in good corn, oats and wheat vicinity; coal, fence, wool, etc., side lines. Address Box 610, Portland, Indiana.

INDIANA—Elevator, well located in city of twelve thousand; in good dairy and farm country. Well established feed business in connection which will show handsome profit every year. Owners have too many irons in the fire. A genuine bargain. Address 54E22, Grain Dealers Journal, Chicago, Illinois.

NORTHEAST NEBRASKA—Fully equipped mill and elevator, warehouses, truck and wagon scales; buildings and machinery in good condition; two railroads; in one of the richest farming sections in the state; for sale or exchange for Western or Dakota land. Address 54F10, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—Grain elevator, iron clad, electric power, low drive, for sale; warehouses, hay barn, coal bins, etc.; on private ground along B. & O. W. S. R. R. An old established business with plenty of sidelines, in a good town on a concrete road. Price \$10,000. Write 54G9, Grain Dealers Journal, Chicago, Ill.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

ELEVATORS FOR SALE.

INDIANA—40,000 bu. iron clad elevator for sale. Address Box 347, Royal Center, Ind.

N. W. IOWA—20,000 bu. elevator, station ships about 750,000 bu., 2 dealers. Address 54F13, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO—15,000 bu. elevator for sale; strictly modern and bldg. like new. Reasonable. P. O. Box 144, Fostoria, Ohio.

NORTHERN INDIANA—10,000 bu. iron clad elevator for sale, nearly new, with feed house attached. Lock Box 241, LaGrange, Ind.

NORTHERN ILLINOIS—Grain, coal and feed business for sale on main line R. R. Excellent location. Address 54F3, Grain Dealers Journal, Chicago, Illinois.

NORTHERN INDIANA—One or two grain elevators for sale in first-class farming and producing country. Address 54G17, Grain Dealers Journal, Chicago, Illinois.

TWO CENTRAL NEBRASKA elevators in good condition, well equipped, good grain territory. Priced right. Address 54G25, Grain Dealers Journal, Chicago, Illinois.

SOUTHWESTERN KANSAS—15,000 capacity, handled 225,000 last season, Santa Fe, good competition. A real grain, coal and feed business. Address 54F8, Grain Dealers Journal, Chicago, Illinois.

INDIANA—Well located elevator for sale in good city of 10,000, in heart of best farming district in Indiana. Good reason for selling and low price. Address 53Q31, Grain Dealers Journal, Chicago, Illinois.

IOWA—30,000 bushel cribbed elevator for sale, almost new, in town of 700, large territory, no competition. Will sell for less than replacement cost. Address 54E25, Grain Dealers Journal, Chicago, Illinois.

CENTRAL ILLINOIS—15,000 bu. elevator for sale, on private ground; electric equipment; located on I. C. R. R.; best grain country. Price right; can make terms; possession at once. Write 53R5, Grain Dealers Journal, Chicago, Ill.

NORTHERN INDIANA—6,000 bu. elevator, fully equipped, electric power, well located in good grain section. Good coal and feed business. Have two elevators and need only one. A real bargain. Address 54H9, Grain Dealers Journal, Chicago, Illinois.

CENTRAL ILLINOIS—Grain elevator for sale, low drive, iron clad, gasoline power, with feed grinder, warehouses, hay barn, coal bins, office, etc.; on leased ground on Penn. lines. An old established business with plenty of sidelines; good town on hard road. Price \$15,000. Step into a good business on this purchase. Address 54G10, Grain Dealers Journal, Chicago, Illinois.

BARGAIN IF TAKEN AT ONCE—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

ELEVATOR FOR SALE OR RENT.

FOR SALE OR RENT—30,000 bu. concrete elevator with Hess Driers attached. Ill. Central—Penn.—Wabash switching. Address J. M. Allen, Box 75, Decatur, Illinois.

ELEVATOR BROKERS.

ALWAYS HAVE grain elevators for sale. J. M. Maguire, 6440 Minerva Ave., Chicago, Ill.

LIST YOUR ELEVATOR, if for sale or trade, with us. We may find for you what you are looking for. F. E. Nolte Co., Lee Bldg., Room 526, Kansas City, Mo.

ELEVATORS WANTED.

KANSAS ELEVATOR WANTED, to buy or lease, must be good grain station. Address 54H13, Grain Dealers Journal, Chicago, Ill.

WANTED ELEVATOR, must be in first class condition and in good grain territory in Iowa. Address A. J. Froning & Son, Garrison, Iowa.

INDIANA—Will exchange well improved 160 acre farm in good farming district for elevator in Indiana or Illinois. Address Lock Box 36, Pence, Ind., for details.

MONTANA ELEVATOR wanted, must be in good condition at good point. No lemon wanted. Describe house, competition, business annually, territory, location and price. Address A. M. Markuson, Sumatra, Montana.

WANT two or three elevators, Central Kansas. Must be good points. Complete description of houses, territory, location, competitors and price first letter. Address 54E12, Grain Dealers Journal, Chicago, Illinois.

FOR RENT.

OUR PLANT which we operated as a feed store for 40 years and until October 1st, 1924. 1923 sales \$175,000.00. Address Conklin & Cummins, Goshen, New York.

MILLS AND ELEVATORS FOR SALE.

FOR SALE—A 100-bbl. mill and grain elevator in the heart of hard wheat territory. Low price. Write The Bushton State Bank, Bushton, Kansas, for particulars.

WILL SELL CHEAP—Mill and elevator with 20,000-bu. capacity; good custom and feed trade; natural gas power. Address Beggs Mill & Elevator Co., Beggs, Okla.

MILLS FOR SALE.

25 BARREL FLOUR MILL FOR SALE. Located in heart of best wheat and corn producing territory in Missouri; has ample storage facilities and all necessary equipments to run first class mill; good feed and custom trade; no competition; well patronized; 3 churches, high school; located on Wabash R. R. and state highway No. 10. Will be priced at bargain, liberal terms to right party. If interested address: DeWitt Mill, DeWitt, Mo.

BUSINESS OPPORTUNITIES.

WILL SELL HALF INTEREST in an up-to-date flour, elevator and feed business in a good Kansas town. Need another active man in the business. Address 54G19, Grain Dealers Journal, Chicago, Illinois.

SOME SERVICE to your ads. I sold my elevator to the first man that answered the ad. But I received a nice number of inquiries, too. Kansas Dealer.

SITUATION WANTED.

POSITION WANTED as manager or assistant in grain elevator; 15 years' experience; best of reference. Address 54G3, Grain Dealers Journal, Chicago, Illinois.

WANTED—Position as manager farmers' elevator; 12 years' experience; understand side lines, books; best of references. Address 54H8, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of farmers' elevator, 15 years' experience, understand side lines, stock buying, bookkeeping. Best of reference. Write Roy Taylor, Coloma, Wis.

POSITION WANTED as manager of Country Elevator; 14 years' experience; speak English and German; references. Give me a trial. Address 54G1, Grain Dealers Journal, Chicago, Ill.

WANT position as manager of farmers' or line house; 4 years' experience; single, 24 years of age; references; prefer N. W. Iowa. Address 54G5, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of elevator, or with good commission company, 4 years' experience, grain, coal and feed. Can make small investment, A1 ref. Box 76, Sparks, Kans.

WANTED—Position as manager or assistant to manager of Farmers' Elevator; 7 years' experience in grain, feed, flour and coal business; capable; reference. Address 54E6, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of country elevator; six years' experience; understand side lines, books; best of references. Now employed, desire change. Address 54G8, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED as manager of first class country station; have had 20 years' experience as country elevator buyer and am familiar with all phases of country grain business. Can furnish good references. Address 54G6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—A man with several years' experience with Board of Trade, Stock and Cotton Exchange concerns as branch manager and other positions in country offices is seeking reliable, permanent connection where above experience is of advantage. Executive ability, reliable, well educated, fine all around business experience, excellent references, married, age 38. Have some railroad agency experience. Now employed in other work in Illinois. Address 54H6, Grain Dealers Journal, Chicago, Illinois.

HELP WANTED.

BOOKKEEPER wanted who is familiar with the grain trade and handling country stations. Write 54G7, Grain Dealers Journal, Chicago, Ill.

THE WANTED-FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade through the Partners Wanted column of the Grain Dealers Journal.

SAFES AND VAULT DOORS FOR SALE.

HOWE FIRE-PROOF mill and elevator safes, No. 1318 delivered \$54.00; outside 28 1/4" high, 13" wide, 22" deep; inside 17 1/2" high, 12 1/2" wide, 12" deep. Other sizes at corresponding prices. Write today. Howe Scale Co., 512 St. Charles St., St. Louis, Mo.

MACHINES WANTED.

WANTED—Cast iron adjustable boot, 20 inches or more, also corresponding buckets and belting. Address W. E. Gest, Defiance, Ohio.

ENGINES FOR SALE.

GAS ENGINE—30 h.p. Stover, excellent shape. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

FAIRBANKS-MORSE Type NB 40 H.P. Kerosene Engine for sale, \$200.00. Address Bad Axe Grain Co., Bad Axe, Michigan.

GAS ENGINE—25 H. P. Howe, gas or kerosene, in excellent condition. We are installing electric power. The Odell Grain & Coal Co., Odell, Illinois.

GAS ENGINE—35 H. P. Westman 3 cylinder gas or kerosene, in good condition. Can make prompt delivery. Address Wisconsin Drainage Company, Elkhorn, Wisconsin.

WE HAVE EQUIPPED OUR PLANTS WITH ELECTRIC MOTORS AND OFFER FOR SALE: ONE 50 H. P. FAIRBANKS-MORSE TYPE "Y" OIL ENGINE WITH AIR COMPRESSOR DOUBLE AIR TANKS, OIL SUPPLY TANK AND 1 1/2 H. P. FAIRBANKS-MORSE ENGINE FOR COMPRESSING AIR. ALL COMPLETE FOR \$1,200 ON BASE AT BRECKENRIDGE. ALSO ONE 25 H. P. FAIRBANKS-MORSE "Y" ENGINE AT \$300.

BRECKENRIDGE FARMERS ELEVATOR CO. BRECKENRIDGE, MICH.

SCALES FOR SALE.

FOR SALE—Used 4 bu. Richardson Automatic Scale No. 4040. Address Dalton Grain Company, Dalton, Nebr.

FOR SALE—One 15 ton Fairbanks-Morse Truck Scale, "NEW" and in original crating. Address W. M. Bosley, Milroy, Indiana.

FAIRBANKS 100 ton 40' rebuilt Railroad Track Scale at a bargain. One 10 ton 16x8 Howe Rebuilt Wagon Scale \$150. Other styles and capacities. Write today. Howe Scale Co., 512 St. Charles St., St. Louis, Mo.

FOR SALE—One 4 bu. Richardson and two Richardson 8 bu. automatic scales. All self compensating; fine condition. One 8 bu. Avery; one R. R. track scale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SCALES WANTED.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.



DON'T EAT DUST

Gibbs' Patent Dust Protector affords perfect protection with perfect ventilation. Thoroughly tested for years in every kind of dust. Nickel-plated protector \$1.25. Canada \$1.50, post-paid. Circulars free.

GIBBS RESPIRATOR CO.
246 Forest Ave. River Forest, Ill.

MACHINES FOR SALE

ATTRITION MILL.

Two 26-in. Bauer Ball Bearing Attrition Mills cheap for quick sale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

TIME PAYMENTS ALLOWED on the Boss Air Blast Combination Cleaner and Car Loader. Equipped with motors if needed. Loads cars without scooping. Boosts grades. Quickly pay for themselves. Maroa Mfg. Co., Maroa, Ill.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

ATTENTION! BARGAIN.

Four 120-bushel Nordyke & Marmon Driers and Coolers, latest style. Wire us for price on these. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

FOR SALE—1 Barnard & Leas Wheat Cleaner, size 60, capacity 800 bushels hour.

1 Ehram Roller Mill with three sets of rolls. Size of rolls 9 by 24.

Machines in good condition and priced right. Berthoud Farm Products Co., Berthoud, Colo.

HAVE NO KICK COMING: Cancel ad. We are so flooded with replies that we will be kept busy for months to come. We certainly were glad to know that every morning brought us queries for our equipment and always in their letters they would say that they noticed the ad in the Grain Dealers Journal. It is a great thing for us as long as we can supply the demand.—E. J.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

W. R. Leathers, Mgr.

9 S. Clinton St.

Chicago, Ill.

MACHINES FOR SALE

ONE 24" SPROUT-WALDRON attrition mill, as good as new. Write for details. General Milling Corporation, Buffalo, N. Y.

ATTRITION MILLS—1 Halsted 18" plain bearing; 1 Robinson 20" plain bearing; 1 Monarch (nearly new) 20" motor driven B. B.; 1 Monarch 22" B. B. motor driven, 2 phase, 60 cycle; 1 Monarch 20" B. B. belt driven. Feed rolls, one 9x18 three high N. & M.; one 9x18 Allis three high; one 9x24 N. & M. two high. 1 Standard Corn Cleaner, reels clothed for cracked corn; 1 Day Batch Mixer; Spiral Steel Conveyor 6-14"; 20 Clutches, 10-400 H. P. Scales, one 3 bu. automatic bagging scale; 1, 2, 4 and 8 bu. Richardson automatic; 1 Fairbanks warehouse dormant scale; 1 hopper scale. 1 Huhn Dryer; 1 Eureka Magnetic Separator; 1 Monitor No. 5; 1 Monitor No. 4; cyclone dust collectors, all sizes; perfection dust collectors; large and small elevators complete; rolls ground and corrugated. Write us your wants, we save you money. A. D. Hughes Co., Wayland, Mich.

SEEDS FOR SALE.

SOY BEANS for sale, Ito Sans and Manchur, purity and germination test furnished. Price \$2.10. Amboy Grain Co., Amboy, Ind.

FOR SALE—Any quantity and quality of seed you want to purchase. If you don't find what you want in the "Seeds For Sale" section, advertise for it.

FOR SALE—Hog, Siberian, Common, White Wonder and Early Fortune millet. Red and black amber cane, sudan. Can furnish in straight or mixed cars, recleaned or country run. Reimer-Smith Grain Co., Holyoke, Colo.

SEED CORN—Twenty years' experience as breeders and growers of high yielding seed corn. All grown from disease free seed. Germination perfect. Car lots or less. Write for catalog and prices. We can please you. W. H. Boeker & Son, Petersburg, Ill.

Bargain Sale in Soiled and Shelf Worn Books.

One Railroad Claim Book containing 100 sets for loss of weight in transit and index. \$1.50 and postage. Order "Special 411-A."

Two Railroad Claim Books containing 100 sets of claim blanks for overcharge and index. \$1.50 each and postage. Order "Special 411-E."

Gas Engine Handbook, by E. W. Roberts, contains many useful rules and hints of value to the operator of a gas engine. Size 3½x5½, 264 pages, bound in leather. Shelf worn. Weight 6 ozs. Price \$1.00 and postage. Order "Gas Engine Special."

GRAIN DEALERS JOURNAL,
309 South La Salle St., Chicago, Ill.

Directory

Grass and Field Seed Dealers

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

COBURG, IOWA.

McGreer Bros., whse. seed corn our specialty.

CONCORDIA, KANS.

Bowman Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

FORT WAYNE, IND.

Kraus & Apfelbaum, field seed dealers.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

Rudy-Patrick Seed Co., field seed merchants.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds.
Teweles Seed Co., L., seed merchant.

MINNEAPOLIS, MINN.

Northrup King & Co., field seeds.

NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., wholesale seed merchants.

ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., wholesale field seeds.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy manila, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.75 per hundred or in lots of 500, \$2.50 per hundred, f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

FUNNY EXPERIENCES.

FUNNY STORIES WANTED

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm

Capacity of Elevator

Post Office

State



HAY SPECIALISTS

SEEDS FOR SALE—WANTED

L. Teweles Seed Co.
MILWAUKEE, WIS.
Grass and Field Seeds

The J. M. McGullough's Sons Co.
BUYERS—SELLERS
Field and Garden Seeds
Cincinnati - - - Ohio

NUNGESSER-DICKINSON SEED CO.
New York, N. Y.
BUYERS AND SELLERS
Clover and Grass Seeds



CRAWFORDSVILLE SEED CO.
FIELD SEEDS
CRAWFORDSVILLE, INDIANA

SEEDS

For Late Planting

Seed Corn—Grimm Alfalfa,
Northwestern Grown Alfalfa,
Millets, Fodder Corn, Soy
Beans, Cane, Sudan, Buck-
wheat, Flax.

NORTHROP, KING & CO.
Minneapolis, Minn.

LOUISVILLE SEED COMPANY
Incorporated
Louisville, Ky.
Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES

The Crumbaugh-Kuehn Co.
W. Pay Top TOLEDO, OHIO Samples, Prices
Prices for Your CLOVER and our Market
Seeds—Your SEEDS Letter Upon Re-
Track or Toledo Sweet Clover quest—We Deal
— Alsike Alfalfa in Both Cash and
Send Samples Timothy Futures.

Rudy-Patrick Seed Co.
ALFALFA—SUDAN
MILLET and CANE
WE INVITE YOUR INQUIRIES
Kansas City, Mo.

ED. F. MANGELSDORF & BRO.
Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder
Seeds, Sudan Grass, Soy Beans, Cow Peas
First and Victor Streets St. Louis, Missouri

Kraus & Apfelbaum
Ft. Wayne, Ind.
Wholesale
Field Seed
Dealers

Our AA Brands stand the test.
Ask the dealers who buy them.

Dealers in the

Clover, Alfalfa and Timothy

Seed Districts, mail us your samples. We
are always in the market. Let's get going
with one another.

SEED
CORN
NORTHERN OHIO GROWN
BLOODY BUTCHER
AND
YELLOW DENT VARIETIES
W. C. PRESSING CO.
NORWALK, OHIO
WRITE FOR PRICES

Crabbs Reynolds Taylor Company
CRAWFORDSVILLE, INDIANA

Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

NATHAN & WOLF CO.
Fort Wayne, Indiana
BUYERS AND SELLERS
Red and Mammoth Clover, Alsike and
Alfalfa, Sweet Clover and Timothy.
Send samples for bids
Ask for our price list

Council Bluffs Seed Co.



Wholesale
SEED CORN
Growers

DENT FIELD — FLINT
Sweet and Pop.
COUNCIL BLUFFS, IOWA

COURTEEN SEED COMPANY
MILWAUKEE, WIS.
WEEKLY PRICE LIST ON REQUEST

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with keratol back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads. Weight 2 lbs. 5 oz. Price \$3.00.

Grain Dealers Journal 309 South La Salle St., Chicago, Ill.

KELLOGG
SEED COMPANY
MILWAUKEE, WISCONSIN
FIELD AND GRASS SEEDS

North American Seed Co.
WHOLESALE GRASS & FIELD SEEDS
Milwaukee, Wisc.
"THE HOUSE OF QUALITY"



"Eureka" - "Invincible" Grain Cleaning Machinery



Western Maryland Railway Co.'s Elevator, Port Covington, Baltimore, Md.

J. A. Peterson, Manager H. W. Feemster, Foreman
James Stewart & Co., Designers and Builders

In this great plant, one of the representative elevators of the American seaboard,

"INVINCIBLE" GRAIN CLEANERS ARE USED.

In this house there are four "Invincible" Compound Shake Receiving Separators. Three of these are each capable of handling 6000 bushels of wheat hourly. There is also a No. 10 "Invincible" Clipper having a capacity of 1500 bushels per hour.

Not the least advantage of "Invincible" ownership is the consciousness of having a really fine machine. This feeling is constantly renewed in the sense of security born of its performance. As a result, the "Invincible" has naturally attracted to itself a most discriminating clientele. Among those elevator owners who habitually seek the best in everything, it long ago won recognition as a Cleaner of unusual worth and distinction.

"Eureka" and "Invincible" Grain Cleaners
will be found in the majority of modern grain elevators

Wm. Watson, 515--No. 111 W. Jackson Blvd., Chicago
J. Q. Smythe, 3142 Bellefontaine Street, Indianapolis, Ind.
F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo.

Representatives:

Bert Eesley, Box 363, Fremont, O.

Geo. S. Boss, Grand Hotel, New York City
S. W. Watson, Osburn House, Rochester, N. Y.
H. C. Purvine, 111 Fifth St., Bristol, Tenn.

Special Sales Agents: Strong-Scott Mfg. Co., Minneapolis, Minn.



S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO.
SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY

European Branch: 64 Mark Lane, London, E. C., 3, England

GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, APRIL 25, 1925

DO NOT fail to keep in mind that starting next Monday all grain markets will open an hour earlier.

THE CONDITION of winter wheat is so varied in most sections that even the crop experts are guessing.

NEW FEDERAL grades for oats seem to have failed to win the support of enough of the grain trade to justify their adoption.

WHAT improvements will you make in your elevator this year? Please let us have the facts for publication in our "Grain News" columns.

THE WORLD'S carryover of wheat, corn, rye and barley promises to be so small that prices for all grains on the new crop should be satisfactory to producers.

THE ELEVATOR operators who filled a bin or two with contract grain last fall and sold it for May delivery will soon collect a pleasing carrying charge. They played safe and will collect a fair profit.

STATE regulation of private enterprise received another jolt when the Supreme Court of the United States, Apr. 13, held unconstitutional the action of the Kansas Industrial Court in fixing the hours of labor and pay for overtime.

THE POOR FARMER for whom the wild agitators have long been weeping and shouting, continues to market his grain in trucks, so the elevator without a truck dump virtually closes its doors to the business of these progressive producers.

THE POOR OLD barberry bush is being slaughtered with ruthless hands over all the spring wheat section because it is suspected of harboring the spores of black rust. While the charge against this shrub may be sustained by the facts, black rust continues to appear in districts where wheat growers thought all barberry had been exterminated.

THE GRAIN exchanges are entitled to an official statement from the U. S. Dept. of Agriculture that the grain futures administration has found no evidence of manipulation, if such is the fact. There should be no repetition of the several years' delay by the Federal Trade Commission, which investigated the Board of Trade, in bringing in its report which exonerated the Board of Trade.

SERVICE is the magnet that pulls business to the successful grain buyer at the country station. Service means the extension of the grain dealer's activities into side lines when the landowners in the territory tributary to his station divert their efforts from the production of surplus grain for shipment into the production of livestock, giving the dealer his opportunity to ship in feeds, lumber and coal.

NORTH DAKOTA farmer grain dealers have been importuned to join in a movement to improve the quality and increase the quantity of hard wheat grown in that state. The average quality and quantity have both been slighted of recent years, so it should be easy for all the grain dealers to join in a well organized movement to arouse the wheat producers of the state to the necessity of better seed and more intelligent cultivation. The result attained will help not only the grain dealer but the producer as well.

HAVING THE grain office in the elevator not only increases the fire hazard of the elevator, but it also increases the danger to the important records of the business. The annual saving in insurance in having the grain office at least twenty feet away will generally more than pay the expense incurred by such separation. It is easy in the interest of safety to deny a smoker admission to the elevator, but it is impossible to deny that same smoker admission to the office even though office be attached to the elevator or in it.

THE representative of the U. S. Grain Futures Administration made a praiseworthy effort at the Des Moines meeting of grain dealers to discover if there is any real demand for a study of hedging by the officials of the Department of Agriculture. Too many government officials are eager to undertake some public service? that will provide jobs at the taxpayers' expense without first ascertaining that there is any demand for the service. If the government employs men to study hedging it will not be because the grain dealers at Des Moines requested it, as less than one-tenth of those present indicated a desire for an investigation. The inquiry as to the desirability of the federal officials making a study of hedging was pursued no further to ascertain whether the dealers were willing as taxpayers to bear the expense or had been convinced by costly personal experience that no one could fathom the mystery of hedging, least of all a government official.

THE DAY of the open grain bin is past. Its annual toll of lives has always been excessive and elevator operators generally admit that it should never have been tolerated but in the hope of gaining increased storage capacity without increased building expense, many elevator operators have kept this hazardous cavern open with disastrous results to workmen.

SO MANY country elevator men are embarking in the feed grinding business the conclusion is that they are finding it very profitable, but the general impression is that not enough is being charged to take care of the interest on investment, insurance and depreciation. Depreciation of machinery is always much more rapid than of a building and unless all the fixed charges incurred by reason of the feed grinding equipment are provided for, the owner will be much disappointed when his present equipment needs replacement. In many factories 20% of the first cost of machinery is charged off each year and that would not seem to be excessive in the case of a feed mill.

GRAIN ELEVATOR operators who grind feed at country stations are beginning to realize that it would profit them to build a separate house for the feed mill adjacent and independent of the grain store house. Every machine placed in a grain elevator materially increases the fire hazard of that plant. Then too, the feed grinder generally requires a separate power unit and to place it in the elevator proper would also help to increase the cost of fire insurance on the grain elevator and its contents, but placing the power and the grinder in a fire proof building adjacent, neither contributes to an increase in the cost of fire insurance on the elevator or its contents.

A KANSAS DEALER was much surprised recently to find his elevator on fire all about the head motor but his early arrival on the scene together with the fact that he had taken the precaution to place two barrels filled with salt water on the top floor enabled him to save his elevator. In fact he reports that, he was able to extinguish the fire in short order with the loss of only \$400 and the cost of a new motor. Barrels of calcium chloride solution have saved so many plants from complete destruction it is certainly greatly to the advantage of every property owner to install not only fire barrels and buckets, but small hand extinguishers at convenient points about the elevator.

POOL PROMOTERS everywhere will be delighted by the latest information from Adelaide, Australia, to the effect that the farmers of South Australia, Victoria, and New South Wales are withdrawing from all pools, preferring the more profitable practice of selling their products in the open market. It seems the pools in those provinces as well as in most other places, delay deferred payments so long and run up such extravagant expense accounts that the farmers lose heavily by selling through these mismanaged pools. Each year, each one of these Australian pools has shown a marked decline in the number of members and in the volume of business handled. Their experience is in keeping with the expensive experiences of poolers elsewhere. The pool promoters get the velvet and the producers get what is left.

Legislation No Panacea for Malpractice in Business.

Regulating business with a flood of legislative pills every year as seems now to be the hobby of all law-makers, received a much merited slap in an address before the American Bankers Ass'n. in Augusta, Ga. last week, and it is sincerely to be hoped that other business men will come to a full realization of the discouraging influence of this continual interference with business by government and the greatly increased expense of doing business under the burdensome conditions forced upon business by our all wise law-makers.

No doubt some of our politicians have good intentions to promote the common interests of the greatest number, but their lack of knowledge of business makes most of their governmental excursions into business decidedly ridiculous. One of the first slogans of the Harding Administration was "Less Government in Business and More Business in Government."

Notwithstanding the persistent protests of business men generally against governmental interference, some law-makers persist in presenting laws to remedy every imaginary and magnified evil with additional legislation until the country is cursed with so many thousand unnecessary laws on business matters that even the prosecuting attorneys have not even speaking acquaintance with most of the laws enacted during recent years.

What the country needs more than anything else is a repeal of most of the fool laws now encumbering its statutes and the abolition of the horde of bureaus established for their enforcement.

Carrier Requires No Notice of Own Negligence.

Last week the United States Supreme Court rendered a decision bearing on the application of the "Notice of claim or filing of claim as a condition precedent to recovery by the shipper or consignee in cases involving carrier's negligence." *Van Pelt vs. Barrett* 199 N. Y. S 509 was decided by the Supreme Court of the United States, and Justice Butler said, in part:

"That carelessness or negligence is an element in each case of loss, damage or injury included therein, and that, in such cases, carriers are not permitted to require notice of claim or filing of claim as a condition precedent to recovery."

We have always contended that the carrier took an unfair advantage of this proviso of the B/L, in that some of them declined to make any settlement whatever where a notice of claim or a claim was not filed within the time specified in the B/L. The application of this B/L provision to ALL CLAIMS regardless of the nature of the claim, liability case or question as to liability, has been regarded by us as unreasonable, on the theory (admitted by some carriers), that if the shipper or receiver suffered a loss, damage or injury, from result of carrier's negligence or carelessness, then the B/L provision was not properly invoked.

The finding of the Supreme Court of the

United States supports our contention, and such contention, as we outlined it, has always been that the provision of the B/L referred to has no right nor application to liability cases, such as defective equipment shortage claims and claims for market decline or deterioration based on negligently delayed movement of the grain.

Notice of claim is intended as a protection to carrier, giving it an opportunity, as soon as possible, to investigate; but the theory of the court on which this decision is based is that the railroad company already has had ample opportunity to investigate bad order cars and negligent handling and delay, even before the shipper makes claim or discovers the loss. In other words, if there is a wreck on the road it is unreasonable to expect the shipper to notify the railroad company of the fact.

Lightning Losses.

Our news columns of this number disclose four destructive fires started recently by lightning. First the Farmers elevator at Sheffield, Ia., was struck and on April 13th the Farmers Elevator at Irvington, Ia., was struck by lightning and burned with about 14,000 bus. of grain. The next day the co-operative elevator at Jamestown, Mich. was struck by lightning and burned. On April 21st the Peters mill and elevator at Jackson, Ohio was struck by lightning and burned.

In the Journal for April 10th were recorded many other fire losses traceable direct to lightning as the cause.

Last year the mutual fire insurance companies specializing in grain elevator risks suffered greater fire losses which were traceable direct to lightning than ever before, so it is but natural they should hasten to advise their policy holders of the increased activity of this destructive force and strive to encourage elevator owners to protect themselves against further losses by placing a permanent check on fire losses from this cause. They are now offering to grant a credit of 25c per hundred for the installation of standard lightning rod equipment for protection against this destructive hazard. With this generous credit the first cost of lightning rods will soon be returned to every elevator owner through reduced fire insurance cost. Greatly to the credit of the foresight of many elevator owners in western territory our news columns this number show that there is a general movement on foot to secure this protection as quickly as possible.

Heretofore the installation of lightning rods on a grain elevator has presented many discouraging problems to the local tin smith who has in no wise equipped to install rods, but today we have many lightning rod firms who are so well equipped with ropes, ladders and trestles that equipping an elevator with lightning rods is a simple and comparatively inexpensive job. The greatest expense of these lightning rod specialists is transportation. Hence it is to their advantage and greatly to the advantage of their customers to have a number of jobs in the same neighborhood, then the cost for the individual installation is surprisingly low. However, the saving on the cost of fire insurance will continue to be 25c per hundred. Why, under the present conditions, any elevator man hesitates to avail himself of this great annual saving on the cost of his insurance is indeed puzzling.

Threatening the Speculators.

The recent decline in the prices of grains having come to the attention of the high and mighty Senator Capper, he is talking loudly and in a threatening manner with the hope that every farmer will "Stop! Look! and listen!" The Federal Grain Futures Administration is also threatening speculators by sending to grain commission houses questionnaires demanding detailed information about the trades of private citizens.

All this loud talk about penitentiaries and prosecution may please and amuse the producer, but it also drives capital out of the grain markets and makes for still lower prices. If our honored lawmakers would cease their efforts to gain votes by threatening this class or that class for the amusement of a larger number of voters, or if they would familiarize themselves with the principles underlying all business, they might come to appreciate the fact that all threatening talk does more harm to the producers than to any one else.

If speculators who believed the world was short of grain bought long lines of it, it is the duty of the grain exchanges to see that they fulfill their contracts and likewise in the matter of bears who sold short. If either class of speculators were wrong, doubtless they will ultimately be called upon to pay a handsome penalty in the way of heavy margins absorbed by the quick changes in the markets. That penalty of itself is enough to prompt the average speculator to exercise caution and conservatism.

There is no need to threaten with fines or incarceration in the penitentiary as was done by Senator Capper recently, but one thing is certain and that is, speculative capital can be driven out of the grain markets by threats and loud talk to the great disadvantage and permanent loss of all grain producers. If any man has the right to buy or sell any commodity then he surely has the right to buy or sell on any one day, quantities in excess of 100,000 bus. or even 1,000,000 bus. The idea of a government being able to deny any citizen the right to buy or sell in excess of a given quantity of any commodity is repugnant to free institutions.

Riots in Italy followed the government edict that 25 per cent of the value of all stocks and bonds purchased on margin must be paid in cash. The selling prices of securities crashed in a way not expected or desired by the minister of finance, whose only purpose was to stabilize the money market by curbing speculation; and teaches another lesson, that government restrictions on freedom of trade are followed by harmful effects in the many ramifications of business. The slump in the price of industrial bonds was so marked that at Trieste the public entered the exchange and smashed the quotation boards. If the wheat growers of the United States knew that the effect of restriction is to kill speculation and depress prices how long would it take them to smash the Capper-Tincher Act? After the U. S. Secretary of Agriculture on Mar. 18 announced a sweeping investigation of future trading the price of the May future dropped from \$1.64 to \$1.36½.

Rigid restrictions are the natural outgrowth of a bureaucratic form of government. The autocratic bureaucrats having adjusted their

self-made halos are unable ever to find any good in commerce of any kind, hence draft regulations, and restrictions that drive men into other lines of endeavor and multiply the expenses of doing business to the great disadvantage of all concerned.

The people would be much better off if the Capper-Tincher Law were repealed and the supervision of future trading discontinued. Then the law of supply and demand could function normally and men would trade freely in keeping with their convictions and their capital as formerly.

One great curse of representative government is that many of the law makers being perpetual office seekers persist in trying to mislead large classes of voters by giving them mis-information or half truths.

Under all conditions capital is timorous and generally seeks avenues that promise the surest rewards, but when it engages in speculative merchandising it is doubly sensitive and much of it will withdraw from any field politicians see fit to attack. So long as the buying of the speculators helped to boost or sustain the price of wheat, Mr. Capper and other demagogues of his class were not disturbed, but the minute the buyers sold out and withdrew their support from the market, the politicians began to raise a terrible hullabaloo.

If we must sacrifice business on the altar of petty politics then let us not overlook the fact that the producers and consumers will suffer more than any one else.

Retailers Wedded to the Hand to Mouth Buying of Supplies.

Grain elevator operators who carry merchandise side lines will be interested to know that manufacturers, jobbers and wholesalers are all carrying larger stocks of merchandise because the improved transportation service rendered by the railroads make it possible for the local merchant to take care of his trade with a small stock.

Under present conditions of transportation the retailer as a rule is able to replenish his stocks in two or three days, so small stocks are everywhere becoming popular and general with the retailer. This enables him to turn over his working capital more frequently and reduce his risk of loss by fire as well as loss by declining markets.

So long as retailers are able to obtain prompt shipments without much increase in cost of merchandise, they will give only small orders as needed and continue their hand to mouth policy. They have found that the interest on the money invested as well as the cost of insurance on the merchandise and the chance of loss due to thieves and deflation as well as the reduced line of credit at the bank, makes it to their advantage to order merchandise only as they have need of it.

FEED OATS grades still are badly needed by the Southeastern mixers of wild oats and screening, as the Bureau of Chemistry never lets a week go by without seizing their consignments. The penalty, however, is mild, the government's requirement for releasing the sacks being only that they be re-labeled "screenings."

Receiver Liable for Selling Stored Grain for Bankrupt Shipper.

Farmers stored grain with Frank R. Pence at Tab, Ind., with the privilege of later selling to Pence or having the grain shipped by him for their account. Pence mixed the grain so stored with his own, being expected by the farmers to ship from the common mass for his own account, retaining enough to meet his storage tickets.

When Pence died on Aug. 3, 1920, he was insolvent, and short 1,787 bus. of corn. Thereafter two cars of corn were loaded by his agent, Harold R. McCollum, consigned to the Sawers Grain Co., at Chicago, Ill., which sold the corn and applied the proceeds to a pre-existing debt of Pence, instead of paying the draft drawn for the benefit of the farmers, Earl Goodwin, J. O. Scott and others.

The Sawers Grain Co. had a mortgage on the elevator at Tab, Ind., in the sum of \$25,000, from the year 1913 until after the transaction here in question; that many times prior to Aug. 2, 1920, it had advanced large sums of money to Frank R. Pence to be used in the business.

The court found that on August 2, 1920, said company, Wm. Simons, and said McCollum well knew that the bank carrying the elevator account was refusing to honor any more checks issued by Pence or his agent; that the elevator had, on that date, overdrawn its account, and that there were checks outstanding amounting to a large sum, and that appellants knew the desperate condition of the business of the elevator on said date; that the appellants each knew that it was and had been the custom for a number of years, to receive corn on deposit, to be commingled with the common mass, with an option reserved in the depositor to ship said corn, or corn of like kind and amount, at a future time upon demand of the depositor and for the depositor, and to account to the depositor for the proceeds of such sale, after deducting the cost of shipment and sale and a reasonable compensation to said Frank R. Pence for handling; that on August 2, 1920, each of the appellants knew that there was only a small amount of corn in the elevator; that for many years there had been, and was at the time of this transaction, an intimate personal and business relationship between the Sawers Grain Co. thru William Simons, president and manager, and Frank R. Pence, and his elevator at Tab, growing out of the financing of its business; and that by mutual understanding all the corn taken in at said elevator at Tab was to be consigned to said Sawers Grain Company.

The farmers brought suit and were given judgment against the Sawers Grain Co. for \$5,455, altho defendant alleged it had an equitable lien on the corn. On appeal this judgment was affirmed Mar. 11, 1925, by the Appellate Court of Indiana, Judge Enloe stating that:

Upon the facts as found the appellants are not within the rule announced in *Preston v. Witherspoon*, 109 Ind. 457, 9 N. E. 585, 58 Am. Rep. 417, that, where one deposits grain for storage in an elevator, knowing at the time that the grain so deposited is to be commingled with other grain of like quality and kind, owned by the owner of such elevator, and such grain is purchased from the owner of the elevator in due course, such purchaser is protected. If Pence had been the owner of the grain in said elevator on August 2, 1920, he could, of course, have created a lien, either legal or equitable, upon the same; but he was not such owner, he was simply a bailee, and, except by sale in due course, as against the appellees, he could do no act which would defeat their rights in and to said property. *Kiefer v. Klinsick*, 144 Ind. 46, 42 N. E. 447; *Partlow-Jenkins Motor Car Co. v. Stratton*, 71 Ind. App. 122, 124 N. E. 470; *Somers v. Spellmeyer*, 300 Ill. 64, 132 N. E. 787. We therefore conclude that the contention of the appellants, as to their having an equitable lien upon said corn, is not well taken.

The appellants next insist that the death of Pence did not revoke the agency of McCollum in this case; that said McCollum still had authority to ship the corn in question and to carry out the said contract of August 2, 1920, and many authorities are cited as sustaining their contention in this behalf. If, by the said

contract, the appellants had acquired a lien upon said corn—a property right in and to said corn—there would, under the authorities cited, be merit in their contention; but, as we have held that under the findings herein they had no such lien as contended for, and no property right in and to the said corn in question, their contention in this behalf is not well founded. The general rule that the death of the principal revokes all authority of the agent must apply. *Hawley v. Smith*, 45 Ind. 183; 21 R. C. L. 859, § 35, and cases cited. We therefore hold that the act of McCollum in shipping said corn to Sawers Grain Company, under the facts as found by the court, was without any authority of law to sustain it, and was, so far as appellees were concerned, a wrongful conversion of their property, and that neither the Sawers Grain Company nor said McCollum can base any valid claim upon said contended-for authority.

Under the facts found it is well settled that the appellees were "tenants in common" of the grain on hand and in the elevator at Tab at the time of the death of Frank R. Pence. *Schindler v. Westover*, 99 Ind. 395; *Dudge v. Leiter*, 18 Ind. App. 694, 49 N. E. 34, 63 Am. St. Rep. 359. In the case last cited it was said:

"But if at any time the whole mass were less than the aggregate deposits, then all the depositors, or tenants in common, would together own all the grain, but each depositor would have an undivided share less than the quantity deposited by him, being such proportion of the grain remaining in store as his deposit would bear to the aggregate of the other deposits."—146 N. E. Rep. 837.

Why Country Elevator Operators Are Bulls.

Country elevator men in the regular course of their business generally buy grain before they sell it. Hence as a rule they are wishing for an advance in the market, then too, they know that if the markets do advance farmers will be better satisfied with the prices paid for the grain they have on hand. They will also be encouraged to produce more grain, so we see that the country elevator operator is by nature a bull. Like the farmer he eternally wishes for better prices and often becomes obsessed with the habit of holding grain that should have been marketed long ago.

Distributors in consuming sections are by nature bears because buyers are continually complaining of high prices and they will be pleased to supply them with the grain needed at the lowest prices. Hence neither the grain buyers in the producing section nor the grain sellers in the consuming sections are in position to judge the future of any grain market free from personal prejudice or preference. If these dealers would always give as careful consideration to all the known facts bearing on market values as they do to their own wishes in the matter, they would be more successful speculators.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

I. C. 247346 passed thru Maroa, Ill., northbound on the Illinois Central Railroad Jan. 24. One car door was open and yellow corn was leaking out over the grain doors.—T. H. Wright, McGuire & Wright.

C. & N. W. 12870, loaded with corn, leaking very badly at the side wall, near to the door, while in the railroad yards at Fort Worth, Tex., on Nov. 15, 1924.—Mr. Simpson, Universal Mills.

N. Y. C. 253917 started leaking corn at the doorway while being switched at Schneider, Ind., on Nov. 5. About 30 bushels ran out after the car had stopped. Most of it was put back in the car.—C. C. Brown, Brown Grain Co., Lowell, Ind.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Reversals in Charting Market Prices?

Grain Dealers Journal: The graph of "Chicago Futures" published in the Journal on the tenth of each month is the most interesting part of the Journal.

I would like to have the reversals indicated as well as the opening, high, low and closing; as for example on March 2 the chart of Chicago May wheat might have shown that it sold down one cent below the opening, making a reversal, and then sold above the opening and made a second reversal, and made a new low.

—Robert McFarland, Columbus, Mont.

Ans.: In a chart giving the high, low, opening and closing quotations the introduction of additional highs and lows might be confusing; but as these second and third reversals in the same day occur infrequently, they will be incorporated as an additional feature in the charts beginning with May 10 number. A day having two or three reversals is said to be significant when it occurs after several days of sustained movement in one direction.

Consignee's Liability for Freight?

Grain Dealers Journal: In 1921 I received a mixed car of feed containing some tannage, middlings and oil meal from the Edw. J. Bulter Co., billed from Dalton, Ill., to Lytle, O., on a 14.5c rate, which was paid on arrival of shipment.

Now the Pennsylvania railroad is trying to collect from me on a 25-cent rate. Is the consignee responsible for the errors of shipper?—Everett Early, Waynesville, O.

Ans.: It is immaterial that the error may have been made by the shipper. The law requires the railroad company to collect from either consignee or consignor, at carrier's option. The law applicable is given in the decision by the Supreme Court of Minnesota in "Consignor's Liability for Freight" published elsewhere in this number of the Journal. One loophole of escape for the party unloading the car is to claim he was not the consignee; but was merely a notify party, as is most often the case in the grain business where consignor makes himself the consignee also, for the purpose of having a bank collect draft attached to order B/L. This point has not been urged as a defense in the few decisions on undercharges. The one certain rule the courts follow is to hold "consignor" and "consignee" to the payment of the scheduled rate irrespective of any error. The freight must be paid and the law does not place the burden on the receiver more than upon the shipper.

Capacity of Car?

Grain Dealers Journal: We have a dispute with a shipper on car of oats shipped from two elevators in Indiana on weight. The car in question is a T. St. L. & W. 6413, which was partly loaded at one grain elevator in Indiana and a stop over at another elevator in Indiana for completion of load. The shipper claims that car was loaded to roof and that the total weight loaded into car was 69,104 lbs. oats, our car condition report shows car in good condition upon arrival at Pittsburgh hay and grain yards and our elevator weight shows on automatic scale ticket as 61,140 lbs. oats. The oats shipped in this car graded No. 3 White 28½ lbs. per bushel.

How many bushels would this car contain if loaded to roof on basis of 28½ lbs. per bushels?—T. W. Williams, traffic manager, Jesse C. Stewart Co., Pittsburgh, Pa.

Ans.: Reference to the Railway Equipment

Register shows T., St. L. & W. 6413 to have a stated capacity of 2,641 cu. ft.

With oats testing 28.5 lbs. per bushel the number of cubic feet is multiplied by 25 to get the number of pounds, which gives 66,025; and this is equivalent to 2,063 bus.

The car measured 38 ft., 10 ins., by 8 ft., 6 ins. wide, and 8 ft. high, inside. This is 96 inches high. Eight inches taken off for vacant room close up under the roof would deduct one-twelfth, or 5,502, leaving 60,523 lbs. The out-turn weight of 61,140 lbs. could have been gotten into the car by loading to within 7 inches of the roof, but not 69,104 claimed by shipper. To get the claimed weight into the car the test weight would have to be much higher.

Landlord's Lien.

Grain Dealers Journal: A farmer having 200 acres of corn on his own ground and 100 acres on rented ground contracted to deliver 1,000 bus. of corn, informing us at the time that he had consulted the agent of the landlord and desired to sell the 1,000 bus. of corn for the landlord, and to have a copy of the contract mailed to the agent of the landlord.

Later he contracted to deliver 1,000 bus. of corn, the proceeds to be turned over to a lumber company for a lumber bill.

Later still he contracted to deliver 500 bus. of corn, part of the proceeds to go to the elevator company and the balance to him.

The first contract called for delivery by Dec. 31, the second by Dec. 15 and the third by Dec. 10.

The first and only delivery was on Jan. 1 the following year, of 1,100 bus. The elevator company applied this corn on the second and third contracts, all of the contracts being overdue. Check for the balance was made payable to the farmer and the lumber company, both. It was known to the elevator company that the farmer had more corn to deliver, and it was expected that when this corn was delivered the check would be made payable to the landlord.

Two weeks later the landlord wrote the elevator company demanding the money for the corn delivered by the tenant as the tenant had told him it was the corn grown on the rented ground. The elevator company paid again for the corn, this time to the landlord. The tenant never delivered the balance of the corn due on the contracts, and said he had no more corn to sell.

Had the agent for the landlord a lawful right to make the elevator company pay a second time for the grain? Can the elevator company recover the money paid to the landlord's agent? Can the farmer be prosecuted? The lien was not recorded.

We had sold the corn covered by the contracts to a Milwaukee firm for delivery at the dates specified, in the contracts with the tenant. As the terminal market buyer would give us no extension of time we had to deliver corn bought from other farmers at from 15 to 21 cents per bushel more than the contract prices called for. In settling this contract with the tenant we looked for our interests first, to get back the 15 to 21 cents.—Iowa Dealer.

Ans.: The fact that the tenant told the buyer the sale was for the landlord was sufficient notice of lien without recording.

As all contracts were overdue the landlord's claim first.

To prosecute a tenant under the Iowa law it is necessary to prove his "intent" to defraud. He may not have intended to defraud at the time of contracting, but the crop may have run short of his guess or his stock may have eaten more than he anticipated.

The buyer's only recourse is to bring suit against the tenant for breach of contract. The contract was in writing, and the corn has been paid for, so there should be no difficulty in getting judgment. As the tenant owns 200 acres he probably is good for it, but quicker action may be had by attaching some of his chattels, teams, tractor or other equipment.

The first check and every check paying for grain hauled in by any tenant should be made payable jointly to landlord and tenant. The dealer thereby washes his hands of any trouble that may arise between landlord and tenant, and puts it up to the bank to get the indorsement of both. The courts have approved this method of joint payment to landlord and tenant.

When the canceled check comes back thru the

bank it can be used in evidence in the suit, and if on the face of the check there had been written when first drawn a statement of what it was for, as "In settlement of contract of Sept. 9 for 1,000 bus. corn," all indorsers would be bound thereby. To write on the face of the check, "In settlement of contract No. 181" would leave the landlord the defense that he had never seen contract No. 181.

The lien of the landlord covers only corn grown on the landlord's land. The statement by the tenant that the corn delivered was from the landlord's ground may have been false in whole or part. If the amount of corn delivered exceeded the landlord's share it seems that the buyer could recover the over payment from the landlord; but the difficulty here is that the owner is not bound by any price per bushel his unauthorized tenant agreed to accept.

Market for Castor Beans?

Grain Dealers Journal: Where are the best markets for castor beans?—Jameson Elevator Co., South Coffeyville, Okla.

Ans.: Castor beans move to St. Louis, Mo., and the receivers at St. Louis whose names are published in the advertising columns of the Journal should be able to give quotations.

Grain War at Buffalo.

The Federal Grand Jury is seeking indictments against executives of 6 different grain elevators at Buffalo, N. Y., alleging they entered a conspiracy to drive out the smaller operators by cutting rates and accepting rebates. They are suspected of violating the Elkins Act.

Conferences have been held between several of the grain men and the district attorney in investigating the charges that rates have been cut and rebates given to Duluth, Chicago and Fort William trade in order to deflect business from the small operators.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

May 5-6. Illinois Grain Dealers Ass'n at Peoria. Headquarters, Hotel Jefferson.

May 7. Missouri Grain Dealers Ass'n at St. Louis, Mo.

May 7-9. American Feed Manufacturers Ass'n, at New Orleans, La.

May 18. Panhandle Grain Dealers Ass'n at Amarillo, Tex.

May 19-20. Oklahoma Grain Dealers Ass'n, at Oklahoma City, Okla.

May 21-22. Kansas Grain Dealers Ass'n at Wichita, Kan.

May 22-23. Texas Grain Dealers Ass'n at Fort Worth, Tex.

June 3.—Iowa Seed Dealers Ass'n at Des Moines, Ia.

June 5-6.—Pacific Northwest Grain Dealers Ass'n, at Walla Walla, Wash.

June 9-11. American Seed Trade Ass'n in Los Angeles, Cal.

June 22-23. Wholesale Grass Seed Dealers Ass'n, Chicago, Ill.

June 23-24. Ohio Grain Dealers Ass'n at Toledo, O.

June 25-26.—Indiana Grain Dealers Ass'n, at Michigan City, Ind.

July 20-22. Southern Seedsmen's Ass'n at Memphis, Tenn.

July 27. Michigan Hay & Grain Ass'n, at Detroit, Mich.

July 28-30. National Hay Ass'n at Cedar Point, O.

Aug. 20-21. New York State Hay & Grain Dealers Ass'n, at Syracuse, N. Y.

Oct. 12-14. Grain Dealers National Ass'n at Kansas City, Mo.

Oct. 12-14. U. S. Feed Distributors Ass'n, Kansas City, Mo.

Governmental Interference With the Grain Business

An Address by F. G. Horner, Pres. Grain Dealers Nat'l Ass'n before Western Grain Dealers Ass'n

I feel sure that, as a representative of the Grain Dealers National Ass'n you are expecting me to say something in regard to the relationship of our government and the grain business and it is equally true that this subject has for a long time so engrossed the attention of the National Ass'n that no other topic has even suggested itself for today. The very fact that this is true and that the same condition exists in many other lines of essential business effort is one of the saddest and most ominous commentaries on the recent trend of the activities of government.

The grain trade has long been peculiarly unfortunate in this respect because its relationship with the larger farmer vote has made it particularly inviting to the attack of mercenary politicians and professional propagandists and also because there has been a woeful lack of understanding of our business among the general public. In recent years, however, the increasing tendency for the extension of governmental activities into private enterprise has caused us to share our position with nearly all other lines of business effort until we have reached such a crisis in extravagance, waste, injustice and inefficiency as to challenge the attention of the entire country, as was very clearly demonstrated in the last general election. For regardless of our political affiliations or our opinions of the propriety of the result, we must all admit that the election clearly demonstrated an attempt of the electorate to record themselves against the wild-eyed theories of governmental powers which had been fed to them for the past few years and which, apparently, up to this time, they had been absorbing with an increasing relish.

While rejoicing at this evidence of the reaction against recent ultra radical tendencies and while having the greatest respect and admiration for President Coolidge, we might wish that his generally sound views on economic subjects might have been fortified by a more intimate knowledge of agricultural and marketing conditions.

One of the first important acts of the President, after his election, was to keep faith with his pre-election promise to appoint a committee to investigate the agricultural problem in its broadest sense. This committee, known as the President's Agricultural Commission, was composed of men as representative, as capable and as reliable as could be expected to be secured for such a purpose. But the very idea that such a commission, or any other body of men, should be considered capable of making, in a few weeks' time, such an investigation of all the ramifications of such a major industry as agriculture as would warrant the formation of an intelligent plan for governmental assistance or control, well represents the absurdity and the futility of all attempts at paternalism. The very magnitude of the subject precluded more than the mere collaboration of the Commission in a composite of ideas which had been previously formed.

The report of the Commission was conspicuous for its lack of radical recommendations and was in marked contrast with what would have been expected from such a body a year ago. But a careful analysis will reveal that, if there be excluded the criticisms which were made of various established governmental agencies, now functioning at the instance of just such demands as resulted in the creation of this Commission itself, then we have eliminated practically all of importance that the report contains. In fact the most valuable conclusion to be drawn from the entire report is its own indictment of paternalism. The report criticizes in most severe terms the basic practices of the Interstate Commerce Commission and comments unfavorably on various other permanent governmental bodies by calling attention to the unnecessary and unwise duplications in many of these organizations and to their interdepartmental and interbureau jealousies and frictions and then by inference condemns the entire theory of governmental control of business by the very fact of proposing another body, which, in the interest of agriculture, would have power to make suggestions to these various other departments and thus add another ornament to the already vicious circle.

It would seem to have been so simple, so logical to have been consistent with their own findings and to have recommended the elimination or the curtailment of some of these offending bureaus and departments, laws and practices, officials and minions, now restraining and blighting every progressive expression of agriculture and every other industry with the single exception of that most thriving industry of public officialdom. Why not move the old ship of state into fresh water and remove some of these barnacles instead of exerting every effort to encumber her with new cultures?

Your Association presented to this Commission a brief on the grain marketing system which consisted of thirty-two pages and was one of the most careful, most comprehensive and most illuminating statements ever prepared on the grain marketing system. A copy was mailed to each member of our Association; if you have not read it you owe it as a favor to yourself and as a duty to your business to do so at once and then, for the truth that it contains and the good that it will do, pass it along to your farmer, editor, banker and other friends.

As a result of the report of the President's Agricultural Commission and under its sponsorship and with the influence of the Administration behind it, there was introduced into Congress the Capper-Haugen bill, providing for the establishment of a Federal Marketing Board, with an appropriation of \$500,000.00 for the expenses of the first year. The effect of this bill would have been the establishment of this Board with the specific purpose of promoting the organization of co-operative marketing associations, registering them, furnishing a free audit of their books and accounts, and various other nurse maid facilities.

No second thought should be necessary to determine the demoralization that would result to the country elevator trade should such a bill be passed. It was, it is true, less drastic than the McNary-Haugen bill, but was for that very reason far more dangerous. The McNary-Haugen bill would have killed the grain trade. The Capper-Haugen bill would have mortally wounded it. Personally, I prefer death.

Fortunately for everyone concerned, except a few of the bureaucrats who would have directly benefited, the provisions of the bill conflicted with the personal interests and the pet schemes of many of the self appointed leaders of the farmers and immediately aroused a storm of protest from this source. This bill stole their thunder. What chance would an attorney or a professional propagandist have raising money from the farmer when the government was furnishing the farmer the same service, paid for by general taxation? This was unfair competition and, quite naturally, was not to be tolerated by the band of patriots who had been capitalizing the misfortunes of the farmers.

Your Association was on the ground doing everything possible to protect you and the country from the baneful influence of such legislation, but it must be conceded that in opposition we will have to yield the palm to these so-called farmers' leaders. The end came in the last few days of the session, when owing to the hopeless division among the farm leaders themselves, it became evident that no legislation was possible. And digressing for a moment, possibly one of the best things that could happen to the entire country would be like inability, from almost any cause, to pass further legislation on any subject.

Vice President Dawes has recently created quite a furor by suggesting, in his picturesque manner, that the rules of the Senate should be revised in the interest of simplification of procedure and the expedition of legislation. I voted for Dawes but I think he is dead wrong here. Absolutely nothing should be done that would even tend to speed up the wheels of any of our legislative mills. If the present Senate rules impede the program of legislation, we should thank God that it is so.

In looking ahead, it would seem that developments under the new Administration and knowledge of the personnel of the new Congress are now sufficient to enable us to form some rather definite conclusions. And one would be that there is very little danger of the enactment of any such legislation as the old McNary-Haugen bill. President Coolidge's record assures his opposition to any such legislation and, if more were wanting, his appointment of Prof. Jardine as Secretary of Agriculture should be ample security on this score, as Prof. Jardine was last year conspicuous among the farmer leaders for his opposition to the original McNary-Haugen bill.

We will be confronted by a most formidable attempt to secure from the next Congress some legislation along the lines of the Capper-Haugen bill. The President is definitely committed to such a program and Secretary of Agriculture Jardine may be expected to give it the full support of his Department.

The danger of the passage of such legislation is intensified by the fact that it does not present such a compelling, imminent menace to all branches of the grain trade and the entire general business fabric as did the McNary-Haugen bill, and we cannot, therefore, rely upon the tremendous spontaneous opposition which was aroused at that time. The present program is more subtle, less self-evident. Apparently, it merely institutes one more bureau, with quite

general powers and a half million dollars for the first year's expenses. Actually it establishes the government as the sponsor and aggressive organizer of co-operative marketing associations. The exact powers and provisions which might be contained in such legislation are not so important as the mere fact that some such Bureau is established and financed as a professed medium for the encouragement and organization of co-operative marketing. Once established there is no hope that such a bureau will ever be abolished.

On the contrary, there is the greatest assurance that it will constantly demand and receive increasing powers and appropriations. That well known Free Masonry of officialdom may be relied upon for continuously laboring for the multiplication of its own powers and numbers. We who have had practical experience in the grain business and actual knowledge of the functioning of such hothouse co-operative associations as would be organized under such conditions know that they can meet with only occasional and temporary success. But would not the government assume a certain responsibility when they sponsored and encouraged such investments by the farmers. Little attention is now being given to this feature of the situation but it takes very little foresight to picture the clamor which will arise for direct assistance from the government when the first general depression occurs in the financial affairs of these proposed new wards. And for one, I am willing to say that I believe that if our government is going to lend the prestige of its name to inducing our farmers to make such wild cat investments, that it should be willing to accept the moral responsibility which it thus incurs.

Farm equipment manufacturers are working night and day for the first time in 4 years, according to a statement at a conference of the tractor and threshing department.

Regina, Sask.—Station CKCK is now broadcasting grain prices. This is done in a form, it is said, that a shipper in any freight division may know the exact amount he will receive for his grain after subtracting freight charges, but of course shippers will soon learn different.

Frank A. Coles, Dead.

The sudden death of Frank A. Coles, has left a sense of somebody missing at various meetings of grain, hay and feed ass'ns, at which he was always a prominent delegate. He was head of the Coles Co., Middletown, Conn., and the possessor of many friends thruout the trade.

While in New York City, several months ago, Mr. and Mrs. Coles were in a taxi accident. Mr. Coles' recovery was very slow and he spent some time in the Battle Creek Sanitarium in a vain attempt to regain his health and strength. At no time following the accident was he able to attend his business.

Mrs. Coles has the sympathy of a host of friends in her bereavement.



Frank A. Coles, Middletown, Conn., Deceased.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Fortifying Wood Elevators Against the Wind.

Grain Dealers Journal: We never heard of an elevator being wrecked by the wind and burned. The cribbed elevator will generally fall in a cyclone. The wind will take off all the iron siding and the cribbing will be pulled to pieces in sections.

There is no other way to bind cribbed elevators together except spiking the cribbing. We do nothing in a studded frame elevator to hold it together excepting we build these all in bents in heights of 6 ft. and up. These are capped with five plates; these plates are interlocking connecting same with cross walls and outside walls.

We never have inspected a frame elevator that was wrecked in this manner—we cannot tell the results. We presume they would go in bents the same as built. We have never had any question come up of the identity of an elevator that has been destroyed by the wind.

We have always considered that the bents as we plan construction in a frame elevator is the best as it is stronger; does not require any cross rods except at corners on the inside therefore, there are no timbers or reinforcing pieces to rot away and become useless.—Very truly, Younglove Construction Co., by J. F. Younglove, Sioux City, Ia.

Windstorm Policies Will Protect Against Loss By Fire Following.

Grain Dealers Journal: In the "Asked—Answered" column of your issue of March 25th, we discussed the problem of "Who Will Pay Cyclone Loss on Elevator," at which time we stated

"We feel that some solution of this vexing problem should be arrived at * * *. It is to be hoped that the recent storm in Indiana and Illinois will bring the insurance companies together on a proper form of protection where fire follows a windstorm."

It might interest your readers to know that at the recent meeting of the Western Union the following amendment to the Tornado policy was adopted:

"This Company shall not be liable for any loss or damage caused by snowstorm, blizzard, frost or cold weather, nor for loss or damage occasioned directly, or indirectly by or through any explosion, tidal wave, lightning, high water, overflow, cloudburst, theft nor for neglect by the insured to use all reasonable means to save and preserve the property during and after a windstorm, cyclone or tornado, nor for any loss or damage by fire, except that in case the building or any material part thereof fall as the result of windstorm, cyclone or tornado and is immediately followed by fire as the direct result, then this insurance is extended to cover such resultant fire loss; provided, however, that if there shall be other windstorm, cyclone or tornado insurance on said property this company shall be liable only for such proportion of such resultant fire loss as this insurance bears to the total windstorm, cyclone or tornado insurance on such property, whether covering resultant fire loss or not."

The situation is therefore taken care of by making the tornado policy liable for any fire loss immediately following a windstorm, and which is the direct result thereof. This clears up the problem for the man who wishes to protect himself, but it should be noted that he has got to carry windstorm insurance, as the fire policy stands unchanged and will not be liable for any fire loss following a material destruction of a building, except as the result of fire.—Very truly, Grain Dealers National Mutual Fire Ins. Co., by J. J. Fitzgerald, Asst. Sec'y, Indianapolis, Ind.

Pool Getting No New Members.

Grain Dealers Journal: I have been hoping to get some information relative to the POOLERS, but have been unable to get anything of value. If they are as dead as news pertaining to them they have about "played their last tune." Am sure they are not getting any new members, and the only reason they are not losing old ones is the fact that they have them so tightly bound that they cannot get away.—G. D. Estes, Hutchinson, Kan.

Off Grade Soy Beans Good as Any for Oil.

Grain Dealers Journal: Very few Soy-beans are milled in this country and each mill uses pretty much its own methods.

There are two general methods in use in this country, the solvent method and the pressure method. The first consists of removing the oil by dissolving it in Benzol or some similar solvent and then distilling the solvent off. The second method consists of the application of pressure by means of a hydraulic press or an expeller. Each method has its own advantages. Perhaps the solvent method will get a larger percentage of the oil out of the beans, but it is said to leave a trace of the chemical in the cake and unless conducted on an extensive scale the equipment necessary is out of proportion to the product turned out. We use the expeller method which does not employ any chemicals. There is of course considerable technique in the preparation of the beans for processing.

So far we have not been able to secure enough beans to run the year around. We have been running steadily twenty-four hours a day with hardly a break since last October, but we cannot keep this rate up until the new crop comes on. There are probably enough beans in the country but an oil mill can not compete with seedsmen for them at prices which obtain in this season of the year. In other words the deadline for beans for milling purposes is something below \$1.50 per bushel. This is perhaps a good price for beans though it is not relatively high when compared with the prices seed beans are bringing. We are equipped to use splits, mixed varieties and many others that are not all suitable for seed, but that are as good as any for oil. We use many carloads of these during the year. We are in the market the year around but, as I say, the market price for milling beans is limited.—Your truly, Blish Milling Company, Seymour, Ind.

A young man claiming to be a son of Wm. Wheeler, grain dealer of Adair, Iowa, is cashing checks on the First National Bank of Adair to which he signs "Wm. Wheeler, C. A. W." without authority from Wm. Wheeler, to sign his name. The checks are protested much to the disgust of the easy mark.

The Safest Regulator.

One of the many inherent difficulties about bureaucratic regulation of acreage is the weather, which no bureau can control. The United States Department of Agriculture strongly recommended a limitation in spring wheat acreage this season. This was before it knew what was likely to happen to the winter wheat crop. There may, of course, be a great improvement in winter wheat prospects before harvest, but if indications as of April 1 should hold or there should be further deterioration, then if the Department's advice about spring wheat had been followed the United States might have found itself in some trouble.

As soon as the spring wheat acreage is published it will be interesting to discover whether farmers of the United States are prepared to be guided by official advice, but in any case there is no man and no committee wise enough to regulate production. The needs and opportunities of individual producers, influenced by price levels, is the safest and most effective regulator.—*Winnetop Grain Trade News.*

Use of Auto Trucks by Elevator Operators.

A questionnaire addressed to operators of country elevators in the central states from Ohio to Nebraska shows that 10 per cent of the grain dealers use wagons in their business, 18 per cent use both wagons and auto trucks, and 20 per cent use auto trucks exclusively.

Fifty per cent of the elevator operators make it a practice to deliver coal, feed, lumber and seed to their patrons. Most of such deliveries are made to points in town, the average distance hauled being $\frac{3}{4}$ -mile and the average load 3,000 lbs. Coal is oftener the load and for the shorter distances. Feed and seeds are hauled farther, while still longer hauls are made of lumber.

Nearly all the use of auto trucks by the elevator operators is for the transportation of material from the elevator; and, while the tonnage of grain moving from the farm to the elevator is heavy, most farmers have wagons or trucks of their own and do not depend on the grain buyer in town for the hauling of their grain to market. Even so, 6 per cent of the grain dealers do haul grain from the farm to the elevator.

One dealer who hauls the farmer's grain to the elevator reports his average load as 3,000 to 3,300 lbs. and the average distance 3 to 4 miles. This dealer is one of the most successful in his part of the state, and manages to keep two auto trucks and four wagons employed. Their capacities range from 1 to 3 tons; but he finds the $1\frac{1}{2}$ -ton truck most economical. Another dealer who hauls the farmer's grain to his elevator is enabled to cover a large territory, as his average length of haul is 20 miles. His two trucks on the way out to the farm will carry an average load of 2,500 lbs. the 20-mile distance, and return with 2,500 to 3,000 lbs. of grain.

As in other lines of trade there is a difference of opinion as to whether the horse or the motor is most economical. One partisan of the horse declares he is "feeding, shoeing and stabling two teams for the operating cost of one truck."

A few dealers have draymen do their hauling by contract, usually at a price per ton of the coal or feed delivered.

Most dealers find the $1\frac{1}{2}$ -ton truck most economical, comparatively few reporting in favor of the 1-ton or 2-ton truck.

Local conditions determine whether it is profitable for the country elevator operator to maintain trucks. In the far Northwest spring wheat territory, where some line companies keep their elevators open only during the months that grain is moving it is unprofitable to have trucks standing idle while the manager is laid off and the house closed up. In the central, the southwestern and eastern parts of the country grain elevators do business every day in the year, especially in the corn belt, and where the dealer has taken on a side line the truck becomes indispensable.

Washington, D. C.—The 4th annual radio conference will be held in this city sometime late in September. No reassignment of wave lengths will be made prior to the meeting, action at which will govern any latter changes. Voluntary regulation has prevailed so far and, it is hoped, will continue.

Investigation of Grain Marketing Co.

The investigation of the Grain Marketing Co., which was thought to have been abandoned by the Illinois Commerce Commission for lack of jurisdiction will be resumed, Col. Frank L. Smith, chairman, having announced Apr. 15 that the Commission has jurisdiction.

When the hearing is held, the company's attorney, Frank Sullivan, will ask a continuance to allow time to exercise options to buy certain warehouses. Meantime the funds collected by the sale of stock are being held intact.

Illinois Dealers Will Meet.

The Illinois Grain Dealers Ass'n will celebrate its 32nd anniversary by meeting in Peoria May 5 and 6. The first session will be called to order in the Gold Room of Hotel Jefferson Tuesday morning. After community singing and the invocation Louis Mueller, long a member of the Ass'n and now mayor of the city, will welcome the dealers to Peoria.

The tentative program follows:

President's Address—C. E. Graves, Weston.
Secretary's Report—W. E. Culbertson, Champaign.
Treasurer's Report—M. J. Porterfield, Murook.
Report of Finance Committee—T. E. Hamman, Arcola.
Report of Executive Committee—E. M. Wayne, Delavan.
Appointment of Committees.

Tuesday, 2:00 P. M.

Community Singing.
The Grain Dealers National Ass'n — Chas. Quinn, Secretary, Toledo, O.
Taxes—By a representative of the Internal Revenue Dept.

Discussion of any phase of the Income Tax Law that may be applicable to any grain dealer.
The Legitimate Use of Trading in Future Contracts—Dr. J. W. T. Duvel, Acting in Charge, Grain Futures Administration, Chicago.
General Discussion of Storage, Hedging and Carrying Charges from the Country Elevator Standpoint.

Tuesday, 6:30 P. M.—Banquet, Hotel Jefferson.
The ladies are cordially invited.
Music and Entertainment.
Address—Hon. Henry T. Rainey, Member of Congress, Carrollton, Ill.

Wednesday, 9:00 A. M.

The Transportation Question—Chas. D. Morris, Assistant Chairman Western Railways Committee on Public Relations, Chicago.

Subjects suggested for general discussion:
1. Improvement in elevator construction and lightning protection.
2. Cost of operating a country elevator.
3. Reasonable buying margin.
4. Side lines.
5. The proposed change in oats grades.
6. Loss and damage claims.
7. Scale inspection.
Reports of Committees.
Election of Officers and Directors.

More Detailed Inquiry Into Future Trading.

The Grain Futures Administration of the U. S. Dept. of Agriculture, which already had been receiving daily reports of sales of futures, on Apr. 17 requested brokers on the Chicago Board of Trade, who are members of its clearing house to report on much smaller transactions, in its special inquiry into alleged manipulation, in the following note:

In order that we may carry out the instructions of the Secretary of Agriculture to ascertain the cause of the recent erratic fluctuations in the prices of grain futures, we are asking you to please furnish us a statement showing the information indicated below, covering the period beginning with January 2, 1925, and ending with April 18, 1925.

A full statement showing the purchases and sales of wheat futures, each day, by futures, for all accounts for which purchases or sales were made on any one day of 100,000 bushels or more. Statements to be complete for the entire period even though total trades on some days may be less than 100,000.

We also desire the "net long" or the "net short" position of each of such accounts either at the close of the market on December 31, 1924, or at the close of the market on April 18, 1925, as may be most convenient. We are interested in quantities only and do not care for prices at which the various trades were made, for example, the information desired, for what we will call account "A," might run as follows:

Firm No.	Wheat.		—May—		—July—		—Sept.—	
	Bot.	Sold	Bot.	Sold	Bot.	Sold	Bot.	Sold
Position Dec. 31 ..	500	...	150	...	50	...	...	...
Trades.								
Jan. 2.....	50	150	...	150	...	...	...	...
Jan. 3.....	50	300	...	...	...	...	...	...
Jan. 5.....	25	...	...	50	...	...	...	...

Please do not put names on the various sheets but use the firm number as in your regular reports to this office. Likewise give the various accounts a number or some other special mark and send the key showing the name and address of the person for whom the account is carried to me in a sealed envelope marked "confidential" so that your customers will have the fullest possible protection.

J. W. T. Duvel, Acting in Charge, Grain Futures Administration.

Pool Loses in Texas

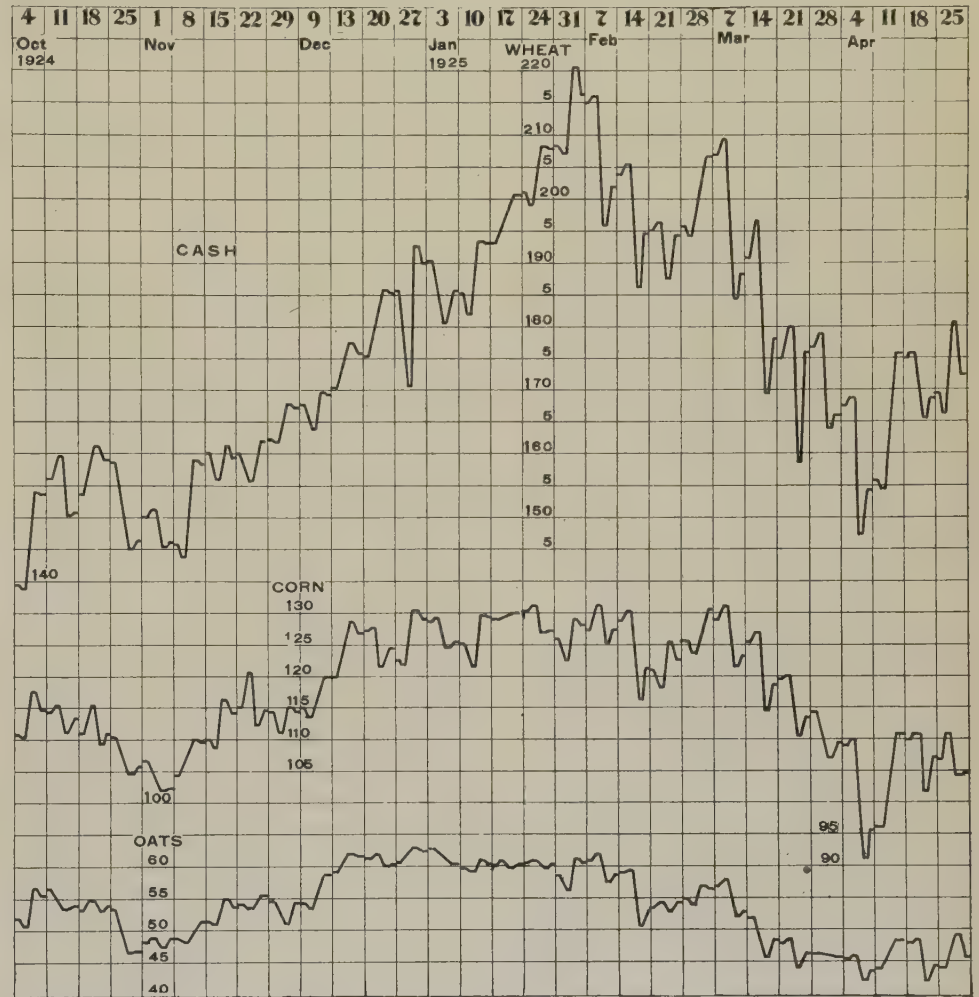
The Grain Sorghum Growers Ass'n obtained injunctions against the Santa Fe Grain Co. and John Gishler, a grain buyer, of Friona, Tex., several months ago, enjoining these grain dealers from buying grain sorghums from members of the Ass'n. At the same time suits

were filed against each concern for damages.

In Judge Reece Tatum's district court, Farmer County, April 22, the injunctions were dissolved upon the application of the plaintiff and the cases were continued, the court holding that the defendants were engaged in interstate commerce and the contracts of the members to that extent were not binding.

Cash Wheat, Corn and Oats Fluctuations from Sept. 29 to April 25.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.													
	Apr. 11.	Apr. 13.	Apr. 15.	Apr. 16.	Apr. 17.	Apr. 18.	Apr. 20.	Apr. 21.	Apr. 22.	Apr. 23.	Apr. 24.	Apr. 25.	Apr. 26.
Chicago	111	113	110	115	117	118	120	121	122	123	124	125	126
Kansas City	114	116	113	118	120	121	122	123	124	125	126	127	128
St. Louis	116	118	115	120	122	123	124	125	126	127	128	129	130
Minneapolis	118	120	117	122	124	125	126	127	128	129	130	131	132
Duluth (durum)	120	122	119	124	126	127	128	129	130	131	132	133	134
Winnipeg	122	124	121	126	128	129	130	131	132	133	134	135	136
Milwaukee	124	126	123	128	130	131	132	133	134	135	136	137	138
MAY CORN.													
Chicago	109	110	108	112	114	115	116	117	118	119	120	121	122
Kansas City	111	112	110	114	116	117	118	119	120	121	122	123	124
St. Louis	113	114	112	116	118	119	120	121	122	123	124	125	126
Minneapolis	115	116	114	118	120	121	122	123	124	125	126	127	128
Duluth	117	118	116	120	122	123	124	125	126	127	128	129	130
Winnipeg	119	120	118	122	124	125	126	127	128	129	130	131	132
Milwaukee	121	122	120	124	126	127	128	129	130	131	132	133	134
MAY OATS.													
Chicago	41	42	40	44	46	47	48	49	50	51	52	53	54
Kansas City	43	44	42	46	48	49	50	51	52	53	54	55	56
St. Louis	45	46	44	48	50	51	52	53	54	55	56	57	58
Minneapolis	47	48	46	50	52	53	54	55	56	57	58	59	60
Duluth	49	50	48	52	54	55	56	57	58	59	60	61	62
Winnipeg	51	52	50	54	56	57	58	59	60	61	62	63	64
Milwaukee	53	54	52	56	58	59	60	61	62	63	64	65	66
MAY RYE.													
Chicago	119	120	118	122	124	125	126	127	128	129	130	131	132
Minneapolis	121	122	120	124	126	127	128	129	130	131	132	133	134
Duluth	123	124	122	126	128	129	130	131	132	133	134	135	136
Winnipeg	125	126	124	128	130	131	132	133	134	135	136	137	138
Milwaukee	127	128	126	130	132	133	134	135	136	137	138	139	140
MAY BARLEY.													
Minneapolis	84	85	83	87	89	90	91	92	93	94	95	96	97
Winnipeg	86	87	85	89	91	92	93	94	95	96	97	98	99

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Cutler, Ill., Apr. 23.—Present signs point to a good wheat crop.—X.

(Arpee) New Boston, Ill., Apr. 21.—Crop conditions here are very favorable.—X.

Springfield, Ill., Apr. 10.—Winter wheat is well rooted and of good color generally. Some complaints of dry weather and of winter killing in low spots, but not a great deal. Wheat in the important wheat belt in the central, west central and lower west central areas is good. The less favorable reports come mostly from the northeastern, upper east central and southeastern portions of the state.—A. J. Surratt, agricultural statistician.

Springfield, Ill., Apr. 22.—Past week was mild and showery, with rains over entire state including dry areas in south and extreme south. Growing crops have benefited greatly and vegetation is growing rapidly. The season is 12 days earlier than a year ago and 8 days ahead of the average. Farm work is well along and outlook is favorable. Oats are practically all planted and considerable corn has been planted in southern and central areas. Some wheat has been plowed up in north-central counties.—Clarence J. Root, meteorologist.

INDIANA.

Hamlet, Ind., Apr. 15.—Wheat, rye and oats look good at this writing.—Arndt-Weinkauff Grain Co.

Bloomington, Ind., Apr. 21.—Dry fall and winter has cut the wheat and rye prospects here to 50% of normal. A large acreage of oats and corn will be put out this spring.—X.

Glenwood, Ind., Apr. 20.—Wheat in this vicinity is very poor and there is talk of only half a crop. Lots of oats are sown and are looking good. Plowing for corn has been completed very early and the farmers are on their toes rushing spring work. A large corn crop will be planted. Weather has been ideal except for cold winds out of the northwest, which, however, did not hinder work.—X.

Indianapolis, Ind., Apr. 1.—The greatest decline in condition this year is in the territory surrounding Wayne county, in the east central part of the state. Deterioration gradually becomes less as the distance from Richmond toward other parts of the state increases. Little change since December shows in northern third of state. West central portions show a slight decline. In the southwest corner the condition is several points higher.—U. S. Department of Agriculture.

IOWA.

Minden, Ia., Apr. 22.—Grain looking fine.—Louis Ehlers.

Prole (Lothrop), Ia., Apr. 20.—Crop prospects are very good at this time.—X.

Ruthven, Ia., Apr. 22.—Oats fine; good acreage.—Geo. A. French, mgr. Spencer Grain Co.

Winfield, Ia., Apr. 22.—We had rain Apr. 16 to run us until corn planting. Oats doing fine.—Jas. Henderson.

Dinsdale, Ia., Apr. 22.—Oats all sowed; acreage greater.—J. S. McCune, mgr. Dinsdale Grain & Lumber Co.

Cedar Rapids, Ia., Apr. 22.—Good prospects for oats to date; need more rain.—C. A. Davis, Mgr. Cedar Rapids Grain Co.

Oakville, Ia., Apr. 22.—Wheat crop good as at any time. Oats 100% condition; acreage bigger.—C. A. Johnson, prop. Oakville Grain Co.

Marshalltown, Ia., Apr. 22.—Oats are too dry; one-half sprouted. Not a quarter inch of rain all spring. Winter wheat needs rain.—Jos. B. Kopel, prop. Kopel Grain Co.

KANSAS.

Bayard, Kan., Apr. 10.—Grain prospects are good here.—X.

Wellington, Kan., Apr. 18.—Wheat is in good condition. Good yields are expected with reasonable weather.—W. G. Moodie, mgr. Wellington Mill & Elevator Co.

Hunter, Kan., Apr. 20.—Wheat prospects call for about 20% of a normal crop. We have a large acreage of oats and barley.—X.

Wichita, Kan., Apr. 13.—We had a little over a half inch of rain here last night. The condition of the growing wheat is good.—Roth Grain Co.

Runnymede, Kan., Apr. 20.—Wheat prospects are fair. The crop is jointing now and, tho quite short, is of good color and fair stand. Timely rains are helping it greatly. Harvest will begin about June 10. Oats and corn are doing finely.—X.

Copeland, Kan., Apr. 19.—The wheat crop around here looks favorable. Some fields are looking real good, while others are poorer. Still farmers are pessimistic and some of them claim it will not make over 5 bus. to the acre.—Paul Schilte.

Haggard, Kan., Apr. 23.—It is a little too dry here for us to have an extra good show for wheat. Plenty of moisture from now on would be necessary for us to get a good crop. April has been unusually warm and the wheat has the appearance of running up too spindling. No damage has been done so far by fly or other pests. Very little wheat abandoned up to the present.—A. C. Woodruff.

Topeka, Kan., Apr. 10.—North central Kansas is source of much abandonment and cause of low condition estimated at present. A rectangle of about 2,500,000 acres seeded last fall has mostly been deserted or eventually will be abandoned and sown to spring crops. Much of it has already been sown and more is rapidly being prepared for corn and sorghum. Winter kill, Hessian fly, cutworms, etc., have taken heavy toll of the wheat in most central and southwestern counties. Fly is laying the spring crop of eggs. Wheat outlook is for 1,000,000 acres in the eastern third of the state, which rates very good, tho conditions are somewhat spotted. High hopes are held for northwestern counties.—Kansas State Board of Agriculture.

Great Bend, Kan., Apr. 13.—We had several bunches of wheat pulled up in the Rozel territory between Mar. 15 and 20, which everyone was calling dead because it had no color at all and was apparently ready to be plowed up. Upon close examination we found that the very bottom of the plants and the roots were alive. It was our opinion that this wheat, with favorable weather and moisture, would produce and our opinion has been borne out. We have had considerable moisture since the first of April and on every hand we hear the wheat has come out wonderfully the past few days. Two managers of the Moses Bros. Mills just completed a trip of about 400 miles in our big wheat territory and state that our present prospects are practically normal and that the loss, which includes total abandonment and thin fields, will not exceed 10%. Following the Santa Fe west from Nettleton to Cimarron, going north into Scott, Lane and Ness counties from the latter point, wheat was found in better condition than a year ago. With seasonable weather we can expect a normal crop in this territory, but north of the Smoky river and east shows considerable damage.—H. A. Davis, mgr. Grain Department, Moses Brothers Mills.

MINNESOTA.

Minneapolis, Minn., Apr. 22.—Conditions thruout 4 northwestern grain states during the past week indicate a favorable crop season. General rains in North Dakota and portions of Montana and local rains in Minnesota and South Dakota prevail. Sufficient moisture has fallen to germinate and start the crop satisfactorily. Spring seeding in Minnesota and South Dakota is finished. Preparations for corn are under way and planting will commence about May 1. No scarcity of seed is reported and plans call for an acreage equal to last year's. Oats and barley acreage in North Dakota is being increased. A large increase in the acreage of spring wheat is showing in central and southern Montana due to abandoned winter wheat. Fall sown rye appears to have come thru the winter alright but is slow to start and uneven in development. Flax acreage is being increased in the Dakotas.—Van Dusen-Harrington Co.

MISSOURI.

Boonville, Mo., Apr. 13.—Growing wheat looks good. Oats planting is rapidly progressing.—H. A. Renken.

NEBRASKA.

Hoag, Neb., Apr. 20.—The wheat outlook for this territory is about 85% of normal.—Henry Thuloweit, mgr. Hoag Co-operative Grain Co.

OHIO.

Columbus, O., Apr. 16.—The Ohio condition of wheat is especially low in Clinton, Fayette, Pickaway, Champaign, Mercer, Auglaize, Union, Franklin and bordering counties. In some of these counties prospects do not indicate more than one-fourth of a crop. The damage apparently results largely from the ice and freezes of the latter part of the winter. Excessively cold weather at the beginning of March was especially severe. Dry weather of the past few weeks has not improved the outlook. Some sections feel that warm, wet weather might enable the plants to take better roots and grow.—C. J. West, agricultural statistician.

Sandusky, O., Apr. 22.—Altho rains of the past few weeks have helped wheat in north central Ohio, no more than a 75% crop can be expected. Wheat in this section was badly affected by cold lake winds and the exceedingly dry weather of the early spring. Wheat in Ottawa, Erie and Sandusky counties, the most northern of this group, has suffered most and farmers have begun to plow under their wheat, to substitute corn and oats. In Seneca, Lorain and Richland counties, it looks some better, but fields are badly spotted. In Huron county there is possibility of a 90% crop. At an average of 20 bus. an acre, this territory ordinarily produces about 4,666,200 bus. Oats look better than for several years. Approximately 122,074 acres of oats are in this territory, producing approximately 4,200,000 bus. Conditions are good for corn, but very little corn is expected to be planted due to the scarcity of labor.—Charles Wolfe.

OKLAHOMA.

Pocasset, Okla., Apr. 21.—The crop is very short in this immediate vicinity.—X.

Sentinel, Okla., Apr. 22.—There are 3 elevators here with nothing in prospect. It will have to rain in 15 minutes to make any wheat at all and with ideal conditions we can produce but very little.—D. J. Reiter, Reiter Grain Co.

Cherokee, Okla., Apr. 20.—From Woodward to Cherokee wheat was damaged by winter kill and drought and with favorable weather it is only possible to get half a crop.—Geo. C. Bryant, crop observer.

Oklahoma City, Okla., Apr. 25.—Good rains over the state the past few days will help wonderfully. If we get plenty of rain thru May we will have a chance to raise an average crop.—C. F. Prouty, sec'y Grain Dealers Ass'n of Oklahoma.

Oklahoma City, Okla., Apr. 9.—Preparation for sowing oats was delayed on account of the drought and much of the crop was planted in the dust. This is particularly true in the western half of the state. In the eastern third conditions are much better, as good rains have fallen there during the last 2 weeks. If sufficient rains come a good crop of oats can be produced.—U. S. Department of Agriculture.—Carl H. Robinson, agricultural statistician.

Chicago, Ill., Apr. 20.—Oklahoma's extended dry spell was broken on Apr. 1 and beneficial rains have fallen in most sections since. However, subsoil moisture is not abundant and continued precipitation is needed. Condition of winter wheat is 67%, compared with 85% last year. Oats acreage is estimated at 1,454,000 acres, compared with 1,440,000 last year, condition 71% compared with 81% a year ago. Estimated barley acreage is 172,000, compared with 187,000 in 1924; condition 54% against 90%. Rye is 71% of normal against 89% a year ago.—S. H. Johnson, vice-pres. C. R. I. & P.

TEXAS.

Fort Worth, Tex., Apr. 23.—Showers and rain have visited the Panhandle.—Transit Grain & Commission Co.

Corpus Christi, Tex., Apr. 20.—The past 5 months have been real dry, but a rain of two inches broke the drought last week. We are threshing heads now.—Leo Bluntzer Grain Co.

Fort Worth, Tex., Apr. 10.—Drouth conditions seem worse than at any time since 1897. Opinions of people well posted show that with the most favorable conditions from now on Texas can hardly raise more than 5,000,000 bus. of wheat, or 5,000,000, to 10,000,000 bus. of oats and very little corn. Reports from the country indicate a greatly increased acreage of sorghum grains. With very few exceptions, in spite of the press reports, rains have been inconsequential. Speaking for 4 counties north of Amarillo, J. M. Burrows of Dalhart, says they had from ½ to 4 inches of rain on Mar. 31, which should give them about half a wheat

crop. A large share of the acreage of wheat and oats will be abandoned and planted to cotton if rain comes in time. Considerable wheat and oats have died due to the drought.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

Forth Worth, Tex., Apr. 11.—According to dependable sources of information soil conditions thru some of the best agricultural districts of Texas are the driest since 1886, and grain crops are the poorest ever known. All the important producing territories I have visited, where the best wheat and oats were produced last year, will not produce the seed planted this year. Rains have been local, some sections receiving from 1 to 2 inches over area only 2 or 3 miles square. Immense areas of plowed ground are not planted to anything, pending rain. Our estimate today on Texas and New Mexico combined is 18,000,000 bu. less than last year's production. Oklahoma 23,000,000 bu. less than last year, Kansas 48,000,000 bu. less than last year, Nebraska 18,000,000 bu. less than last year, and from best information Utah and Colorado will produce 13,000,000 bu. less than last year. If these reductions prove true, with reputed reductions in winter wheat in the Northwestern States and in Ohio and Indiana, there might be 150,000,000 bu. less in the U. S. than was had last year. It seems the only three states with favorable prospects are Missouri, Illinois, and Pennsylvania.—Jule G. Smith, pres. Fort Worth Elevators Co.

WASHINGTON.

Washington, D. C., Apr. 22.—Conditions generally have been favorable to farm work and the season is more advanced than usual. Rains have partially relieved drought in the south and northwest. Winter killing and drought in Ohio, Indiana, Kansas, Nebraska, Texas and Oklahoma and some far northwest states affected the wheat so much that abandonment will be heavy. Fine growing weather since the first of April has offset the injury in Illinois. Rye is in good shape. Fall sown oats and barley in southern areas are doing well except in Texas and Oklahoma. Spring grain sowing is making good progress. Oat and barley seeding is practically completed except in north. Oats are up in some places and making a good stand. Spring wheat planting is progressing rapidly. Some of it is up and doing well. Plowing for corn generally is under way and proceeding rapidly. Good seed seems ample in all areas. Planting is rapidly moving north, the drought in Texas and Oklahoma has caused some delay. Texas stands are still poor, but Oklahoma conditions have improved with precipitation.—Chas. E. Gage, acting in charge, Division of Crop & Livestock Estimates, U. S. Department of Agriculture.

Washington, D. C.—The National Soybean Growers Ass'n will hold its annual meeting this year in this city sometime late in August. A day will be spent in Arlington, where Prof. Morse of the U. S. Department of Agriculture, is conducting extensive tests and experiments with soybeans. Mount Vernon, the location of George Washington's old home, and Union Farms, part of his original property, will be visited and some interesting soybean demonstrations conducted there.

County agents in a number of southern states have taken advantage of their contact with the farmers to canvass orders for fertilizer and to organize pools for co-operative purchasing of fertilizers. Agents have repeatedly been warned against engaging in commercial endeavor and the action of some of them in violating the spirit of the Agricultural Extension Service has brought definite instructions from the Department of Agriculture to the state directors, which is expected to remove any further causes for complaint. Local merchants object to paying taxes to employ public officials to compete with them.

Argentine flaxseed crop is now estimated at 45,076,000 bus., compared with the January forecast of 51,966,000 bus. The final estimate for the 1923-24 crop is 58,584,000 bus. The wheat crop is estimated at 191,139,000 bus., against 247,036,000 bus. a year ago. Oats crop is placed at 53,462,000 bus., with 81,457,000 a year ago; barley at 6,981,000 against 12,056,000; rye, 1,456,611, against 4,368,000.—International Institute of Agriculture, at Rome.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Prole (Lothrop), Ia., Apr. 20.—No grain will be moving until the next crop comes in.—X.

Hamlet, Ind., Apr. 15.—Some old corn and oats are still back on the farms.—Arndt-Wein-kauf Grain Co.

Denison, Ia., Apr. 22.—Enough grain to ship is not grown here. We sell direct to the feeders.—H. W. Grill, Farmers Union Exchange.

Copeland, Kan., Apr. 19.—Very little wheat is left in the farmers' hands at this point now.—Paul Schilte.

Boonville, Mo., Apr. 13.—No old wheat remains in this country to speak of.—H. A. Renken.

Haggard, Kan., Apr. 23.—Only a few cars of old wheat remain in this territory.—A. C. Woodruff.

Winfield, Ia., Apr. 22.—Much corn has been shipped into Iowa this season. Since last November 165 cars of corn have been shipped into Washington, Ia.; last season none shipped in.—Jas. Henderson.

Ottawa, Ont., Apr. 18.—Canada's total wheat stocks as of Mar. 31, in mills and elevators were estimated at 74,000,000 bus., a reduction of 44,000,000 bus. under 1924. Stocks of wheat in farmers' hands are hardly more than sufficient to cover spring seeding requirements. The supply in commercial channels is sufficient to cover domestic needs and to allow moderate shipments for the remainder of the season.—Dominion Bureau of Statistics.

From Abroad.

The New Zealand government has revoked the orders in council of 1917 and 1919 and now permits importation of wheat, flour, bran, pollard, wheat meal and ground meals.

Roumania is permitting the importation of wheat and large orders are already out. A short period in 1919 was the only previous occasion on which wheat has been imported into this country.

The Indian Punjab wheat crop is forecast at 108,000,000 bus. compared with 150,000,000 bus. produced last year, a reduction of about 42,000,000 bus., or nearly 30%.—International Institute of Agriculture, at Rome.

Egyptian flour and wheat situation is still unsettled due to very large imports. Stocks of flour amount to 281,000 sacks besides 95,000 sacks of rice in store.—Trade Commissioner May.

The Spanish limit on the price of bread has kept the price of wheat below the world level, but a continued increase has occurred in the Barcelona market from the equivalent of about \$1.70 per bu. in August to about \$1.90 per bu. in March.

A late March report from Mexico indicates that the Coahuila District will produce practically no wheat crop due to insufficient precipitation. Estimate production does not exceed 18,000 bus. In 1924 it amounted to 350,000 bus.

Buenos Aires, Argentina.—Market continues very strong on flaxseed. Continued demand from Europe prompts shipment. Government estimation of entire and export balance is about 46,000,000 bus. About 8,000,000 bus. have been exported. Last year Argentina exported 58,000,000 bus.—40,000,000 to Europe and 18,000,000 to U. S.—Archer-Daniels-Midland Co., Minneapolis.

Argentina will have less corn to export this year. The first official forecast calls for 187,155,000 bus. as compared with 276,756,000 bus. produced last year. Allowing some 80,000,000 bus. for home consumption and seed requirements, somewhat more than 100,000,000 bus. should be available for export and carryover. Exports from last year's crop from May 1, 1924, to March 1, 1925, totaled 178,000,000 bus.—International Institute of Agriculture, at Rome.

The Spanish embargo on wheat imports was due to be raised on Apr. 25 that entrance might be given to 2,000,000 to 3,000,000 bus. The maximum price permitted by the decree of Apr. 7 providing for the raising of the embargo, is 61 pesetas per 100 kilos or \$1.37 per bu., net, loaded on conveyances at the port of discharge. The Central Food Commission at Madrid is receiving bids. Imports have been prohibited since early in 1923 to protect Spanish farmers who have difficulty in meeting foreign competition.

The Transportation Problem.

[From an Address by C. D. Morris before the Western Grain Dealers' Ass'n.]

If every bushel of wheat produced in the state of Iowa in 1924 had been shipped to Chicago at the prevailing rate, the total freight bill would have been \$1,057,800, or about 15 per cent of the amount the railroads paid in taxes to the state and its several subdivisions. The state of Iowa produced in 1924 about 8,600,000 bus. of wheat, the average farm value of which was about \$1.15 per bushel, or \$9,890,000.

The average freight rate on this wheat was 20½ cents per hundred, or 12 3/10 cents per bushel. The average price of this wheat on the Chicago market was \$1.27 3/10 cents per bushel, so that the freight bill, which was paid by the ultimate consumer of the wheat, was but 9.66 per cent of the Chicago price. The distance from the central point of Iowa to Chicago is 327 miles. The freight rate per ton mile was about 1.25 cents, so that it would have cost but \$4.10 to have carried a ton of this wheat from Des Moines to Chicago. No other service, of anything like the importance to the Iowa farmer in the conduct of his business, is furnished so cheaply as is that furnished by the railroads, which put his farm in touch with the great distributing markets of the world.

There was produced on Iowa farms last year 346,000,000 bus. of corn, about 70,000,000 bus., of which was sold to purchasers outside of counties in which it was produced. The average price of this corn on the Chicago market was slightly more than \$1.05 per bushel. If every bushel of this corn that was sold had been shipped to Chicago, the freight bill would have been \$7,252,000, which is a few thousand dollars more than the railroads paid in the way of taxes to the state. The average rate per ton mile was 1.128 cents, so that it would have cost but \$3.69 per ton to have carried this corn the entire 327 miles from Des Moines to Chicago. Moreover, the railroads were prepared to move this wheat and corn just at the time the Iowa farmer wanted it moved, not a single report of a car shortage at harvest time being made thruout the entire state.

Reduced Rates and Poor Service.—Notwithstanding this splendid service and the low price at which it is furnished, the Interstate Commerce Commission, in obedience to a resolution passed by the Sixty-Eighth Congress, is now making a general investigation of freight rates throughout the entire country to determine if the rates on the raw products of agriculture are unjustly high. In view of this investigation it would appear to be up to the American farmer to decide whether he prefers the satisfactory service he is now enjoying at a reasonable price or a reduced rate and the much less satisfactory service that is practically certain to follow a material reduction in freight rates at this time.

Western and Northwestern railroads are in a particularly critical state. These are the roads that serve the great agricultural regions of the West and Northwest, only one or two of which are earning anything like a reasonable return. One of the greatest of these roads did not have sufficient net operating returns last year to meet its fixed charges, to say nothing of dividends to its stockholders. It is now in the hands of receivers, while few of its competitors are earning sufficient for dividend requirements. In fact, our western roads as a whole earned but 4.54 per cent on their valuation last year, while they are entitled to earn, under the rulings of the Interstate Commerce Commission, 5½ per cent.

Transportation a Business Proposition.—The time has obviously arrived when we must consider the nation's transportation system as a vast business proposition. No business concern, involving the investment of billions of dollars, can continue to operate satisfactorily without the life-giving blood of net returns. Political interference in the management of industry or business has always been disastrous, and will continue to be so. Political regulation of our railroads means legislative rate-making, uneconomic management and ultimate discrimination between communities, if not between individuals, and experience points to the fact that this is the direct road to bankruptcy.

Milwaukee, Wis.—Complaining that a cereal grade of oats is unnecessary and only a complication, several grain operators here have protested the proposed grade by petition to the Department of Agriculture at Washington.

Western Grain Dealers Ass'n Celebrates Silver Anniversary

The keynote of the silver anniversary meeting of the Western Grain Dealers Ass'n, held at Des Moines on the 21st and 22d, was that of protest to the constant interference with business by the Federal government.

Considering the ladies, machinery men and the press, the registration was approximately one-third of the total membership of the organization, now numbering close to 400.

Gathering in some of the groups of visiting members President J. R. Murrel, Jr., of Cedar Rapids, opened the first session by delivering the President's Address, from which we take the following:

President Murrel's Annual Address.

This is the third annual meeting of the Western Grain Dealers Ass'n at which I have enjoyed the signal honor of presiding. This is the first time, however, that I've ever presumed to inflict an address upon you. At the meeting two years ago, Steve Wilder locked me up in a room so he wouldn't have to listen to me. Last year, Tom Avery, Sheriff of Linn County locked me up in a jury room. This year you'll have to suffer.

Association work has always been a pleasure to me. I have enjoyed very much my duties as your President. I also enjoy my work as an Arbitrator in the National Ass'n.

In this connection, I want to say a few words to you. Settlement of disputes by Arbitration has progressed among the grain dealers of the U. S. much further than in any other line of industry. There are only a few instances where the litigants do not abide by the decisions of the Committees. It would require the stretching of your imaginations to appreciate how much money has been saved for the trade by the settling of trade differences in this manner.

On Feb. 12th this year, President Coolidge signed the Mills Bill. The object of this measure is to make enforceable agreements for arbitration arising from disputes over contracts. The law will be known as the "U. S. Arbitration Act." It will go into effect Jan. 1st, 1926.

The Arbitration Society of America will communicate with the various transportation associations, asking them to determine the views of their members on arbitration, and will ask for suggestions as to how arbitrations may be applied in connection with disputes arising out of contracts of transportation.

While it has been realized by the grain trade for some years that arbitration is the gentlemen's method of settling trade differences, nevertheless it is gratifying to see that our government also believes in arbitration.

Your own troubles. We in the eastern part of the state probably are having more grief than those of you from the West. Owing to the fact that Eastern Iowa has not had a real corn crop for two years, our business has changed from shipping out to shipping in. We are not enjoying it very much. Conditions surrounding the trade have not been favorable over the entire state. Bear in mind, however, that all we need is one or two good crops and we'll be sitting on top of the world again, and that is Iowa's rightful place.

Legislation against the grain trade is not quite so rabid as it has been for the past few years. The attitude of our present government toward so called compulsory co-operative schemes is that they must stand on their own merits, and not be asking the federal government for aid.

We as grain dealers need have no fear of the compulsory co-operative movement. In all probabilities, if the facts were known, over half of the compulsory co-operatives should be in receiver's hands right now. It would be most interesting to know the actual conditions of these companies, and have our legislative bodies see for themselves what this style co-operation has accomplished. In all probabilities if this could be done, we would hear no more of co-operative movements for some time to come.

You as individual dealers would do well to heed Henry Ford's rules for success in business; namely, "Banish all fear of the future; Venerate the Past; put service before profit, buy and sell the various commodities fairly and handle them at the smallest possible cost";

Don't be backward about doing your share of work. Don't be like the old farmer.

One day a farmer went to the country fair and his hard-working wife remained at home to see that the farm suffered no loss during his absence. He returned about dark and strolling out on the porch he inquired:

"I'm about tired out, Mary. Is the cows in the barn?"

"Yes long since," replied the wife.

"Is the hosses unharnessed an' fed?"

"Yes."

"Fowls locked up?"

"Yes."

"Wood chopped-fer mornin'?"

"Yes."

"Be them ducks plucked an' dressed fer market?"

"Yes."

"Wagon wheel mended an' ready to start hauling wood tomorrow morning?"

"Yes."

"Well, then," he concluded, with a sigh of relief, "let me have my supper, Mary, and I'll turn in. Farmin' is beginnin' to tell on me."

Remember that real prosperity is not based upon the whirlwind fluctuations of the future markets. Rather it is based on your own common sense, which should enable you to make the best use of your own resources.

This meeting has been largely arranged by our most efficient Secretary, Geo. Wells. To his ability, tribute has been paid by many more competent. Nevertheless I want him to know I appreciate his work for the Ass'n, and I'm confident this opinion is held by all our members.

Geo. A. Wells, Secretary-Treasurer, told of the financial status of the organization followed by a detailed secretary's report, from which the following is taken:

Secretary's Report.

This is the twenty-fifth anniversary of this Ass'n and of my service as its secretary. A period of a quarter of a century that in a sense completes a most important cycle in grain trade history.

During this period we have witnessed a most wonderful evolution in the grain trade in which there has been a very great improvement in the mechanical facilities for handling grain. The flat warehouse and the horsepower elevator have been displaced by perfect elevator building construction and equipment operated by gasoline, oil and electric power.

Transportation service has now almost reached the point that grain like water seeks its own level of supply and demand. The day of railroad discrimination has passed so that all shippers receive practically the same treatment.

The terminal grain markets have likewise improved their grain handling facilities and they have also established Boards of Trade or Grain Exchange organizations, incorporated under Rules and Regulations for the purpose of governing the conduct of their members and also for the protection of country shippers.

Public supervision of grain inspection and weighing, unloading and sweeping of cars, watchman service and report of sealed records have also been established under Grain Exchange Rules and Regulations. Uniform grain grade standards have been established and are now enforced by the Federal Government under supervision of the United States Department of Agriculture.

All grain trade organizations, including the Grain Dealers National Ass'n, State Associations and the terminal market grain exchanges, now maintain and enforce trade and arbitration rules to such an extent that the grain trade as a whole is in fact a law unto itself. Grain trade controversies are now seldom taken to the courts.

It is indeed unfortunate for the grain trade that the public and particularly the farmers, bankers and business men do not fully understand the efficiency and the economy of the present competitive grain trade system that engages the energy, courage and ambition of the most efficient men in the commercial distribution of grain. Good salesmanship is just as essential in the commercial distribution of grain as in any other commodity.

A detailed analysis of the operation of the competitive system of commercial distribution of grain will show that the profit taken from the time the grain is unloaded at the country elevator until it reaches the manufacturers or consumers is lower than such service can be maintained by any other system.

Under this system the farmer enjoys an open market, not only at the local country elevator but at terminals where the grain is sold at auction in a manner similar to the farm sales except that the terminal market organization handling such large volumes of business have perfected rules and regulations that guarantee honorable conduct in all transactions.

The evolution and improvement in grain trade conditions during the cycle of twenty-five years has been inspired and enforced largely through the influence and efforts of grain trade organizations.

The inherent element of speculation cannot be eliminated from the production and commercial distribution of grain. There is a harvest in some country of the world every month of the year with its varying unfavorable and favorable conditions that vitally affect the promise and final production of crops, and furthermore the consumptive demand is vitally affected by world conditions, buying power and requirements.

The individual ingenuity and energy of men engaged in the world's grain trade who make a study of the world's crop conditions give expression to the most expeditious and accurate information of such conditions by their activity



Some of the Dealers at Meeting of Western Grain Dealers Ass'n at Des Moines, Ia., Apr. 21, 1925.

in the speculative grain markets in the competitive buying and selling of grain, thus establishing marketing values of grain that are momentarily reflected through the grain exchanges and wire service, thus giving the widest possible publicity and establishing on a world supply and demand basis the values of grain more expeditiously and accurately than can be done through any other system that may be devised.

The Government and International crop reporting services are always approximately discounted by the grain trade. Excessive speculation in grain is an evil that should be restricted, if it can be done legally without detriment to the maintenance of a broad, open market.

We have had excessive speculation in farm lands, packing and oil stocks in which farmers, bankers and business men have participated to their sorrow and which has brought more financial distress to the agriculture section of this country than has ever occurred through grain speculation.

The grain trade as a whole has suffered heavy financial losses through the deflation of values and shortage in crops that has occurred since the war. In fact, I am sure that if an accurate analysis should be made of the operating loss incurred by the grain trade as compared with the operating loss of the farmers based on capital investment and inventory of fixed assets that it would show that the grain trade has suffered as heavily as the farmers.

Reduced volume and irregular marketing is unfavorable to the successful operation of commercial distribution of grain under a competitive or any other system that may be devised.

Ethics of the Grain Trade: While it is true that the present competitive system of commercial distribution of grain is well organized as to established rules and regulations, it must be admitted that the ethical conscience of the grain trade is at a low ebb. Ethics in business is the science of right conduct and character which treats of the nature and grounds of moral obligations and the rules which ought to determine conduct in accordance with such obligations. This doctrine of man's duty which, briefly stated, is the basis of ethical rules of business now being adopted by many trade organizations and vigorously promulgated by the Chamber of Commerce of the United States.

The grain trade organizations in my opinion should emphasize the importance of ethical rules of conduct. Cut-throat competition is ruinous and is not in the end of advantage to the business. Service should be maintained and reasonable profits are necessary for the maintenance of such service.

Ethical conduct implies loyalty to the Grain Trade Rules and thereby maintains the broad principle that the grain trade is in fact a law unto itself. Your competitor has a right to expect that you will deal fairly and give moral support to the idea of ethical conduct. His conscience should be his guide in his dealings with you and you in turn should maintain the same principle and the same moral obligation.

President Murrel appointed the following committees:

NOMINATIONS: Lee Davis of Scranton; C. A. Davis and S. W. Wilder of Cedar Rapids.

RESOLUTIONS: F. D. Milligan of Jefferson; Dolliver Kent of Des Moines and J. K. McGonagle of Washta.

AUDITING: Clifford C. Belz of Conrad; O. B. Moorhouse of Glidden and Carl W. Lundahl of Madrid.

Tuesday Afternoon Session.

Jay A. King, President of the Western Grain Dealers Mutual Fire Insurance Co., started the afternoon session with a digest of the company's past, present and future, which is published elsewhere.

F. G. Horner, President of the Grain Dealers National Ass'n, Lawrenceville, Ill., before giving his interesting address, spoke of the relationship of the state association to the national body and some of the functions of the latter, including the work being done by the eight arbitration committees. It is published elsewhere.

Charles D. Morris, Assistant Chairman Western Railways Committee on Public Relations, speaking on "The Transportation Question," astonished the afternoon audience with the remark that the railroads receive 1 1/4c freight per ton of grain per mile and that it is the politicians alone who have brought about another federal investigation of freight rates. It is published elsewhere.

Hon. J. H. Henderson, Commerce Counsel of Iowa, in discussing the "Railroad Elevator Site Rental Charges," stated that a good many provisions in the present day leases forced on the grain dealers by the railroads are prohibited by the statutes.

"The Interstate Commerce Commission," he said, "determined that the rental value of a right of way used for an elevator site should net 6% interest on a fair valuation of the property so used. As a grain elevator is an accessory to railroad operation and because of the mutuality of interest between them the railroad and grain shippers should work together."

"Some time ago small rentals of terminals were decided to be rebates and therefore rentals were raised and collected from everyone. Since that decision rentals have been raised every year and independent investigations are carried on continuously by both the railroads and the government at a huge expense to the public, all because of some fool political movement."

"The only disagreements not peaceably settled today, however, are where wide variations occur in the valuation of the property used. After the elevator operator learns the provisions of the state statutes there is no case for trial."

J. M. Mehl, Federal Grain Exchange Supervisor, Chicago, in presenting his address on "The Legitimate Use of Trading in Future Contracts," said the country elevator is the most important link in the grain marketing system, and that unless the elevator operator takes the grain at the right time and ships at the right time the farmer doesn't get everything coming to him in the way of return on his crop.

Adjourned to 9:30 Wednesday.

The Banquet.

The annual banquet held Tuesday evening

in the headquarters hotel was enlivened by instrumental music, several renditions by a trio of singers, vocal solos, and several dancing numbers.

After the well served menu, Secretary Geo. A. Wells presented in turn each member of the personnel of the Western Grain Dealers Fire Ins. Co., explaining their duties.

Professor Royal Homebrook of Ames delivered an able address on "Iowa, a Great State," which was followed by community singing, after which the visitors dispersed.

Wednesday's Session.

Pres. Murrel called the Wednesday morning's session to order and turned the meeting over to Sec'y Wells.

Mr. Wells: How many of you use future trades for hedging?

Several raised their hands.

We ought to use our hedge and not get lost in speculation.

C. A. Johnson of Oakville was asked to give some of his experiences in hedging: On wheat this year hedging was a little destructive. On corn and oats I made money. We get our protection on the bids. I filled up my storage; and future selling has been more profitable than carrying the oats. A hedge would have earned a carrying charge.

Mr. Murrel: Cash oats could have been bought right and September sold at 55 cents.

Clifford Belz, Conrad: We had a big bin of 40,000 bus. and found May oats was a good sale as a hedge. Is not the sale of September oats now a good hedge, rather than move out the cash oats? There was 7c profit last year to carry oats; almost 20 per cent profit just to carry until May and cash oats came together, affording a wonderful opportunity to get a sure profit. Last October or November you could sell May; now there is a little premium that would increase the profit to 10 cents a bushel. A few of us removed our hedge too quick; but that is speculation.

Mr. Wells: I believe that if the country dealers would stabilize their trading there would be an opportunity for profit by hedging.

Mr. Belz: Why is there a discount of 10c on corn, and a week later only 5c?

John Brennan, Chicago: When the industries are good buyers it takes the corn off the market. If some buyers withdraw from the market others take advantage.

Mr. Belz: Has anyone got stung on discounts?

Mr. Murrel: It is almost impossible to escape this after the industries have filled their requirements. You can not push any more corn their way.

Mr. Wells: One company in which I was interested hedged wheat that we thought would grade contract. It just missed the grade. We had to follow that market clear up with our



More of the Dealers at Meeting of the Western Grain Dealers Ass'n at Des Moines, Iowa.

margins, and stayed with it until it came clear down; but we had the opportunity to take a killing loss.

Mr. Brennan: The terminal elevator man keeps hedged all the time; but the country dealers take them off and put them on again. Solicitors are out to get future trading orders. Overspeculation by the country was one of the causes of this runaway market.

Mr. Belz: How could the cash grain man put out their profitable hedges if there was no wild speculation to take the grain from him at the top? We could not have the opportunity to make 7 cents sure profit unless some speculators were supporting the market.

Mr. Mehl: I would like to know if the country dealers think it would be worth while to them for the Government to make a study of hedging.

About three raised their hands.

W. S. Braudt, Chicago, Ill., delivered an address on "Present Status of Railroad Claims," which is quoted elsewhere in this number.

C. A. Johnson: The Santa Fe has a good scale inspection service.

Mr. Wells: This ass'n established a scale inspection service some years ago; but the politicians over here on the hill enlarged the duties of the state dairy and food commission to include scale inspection and we had to give it up. It was the practice of the ass'n to make minor repairs, but the attorney-general of the state ruled that the state could not go into the business of repairing scales.

Mr. Coon broke down in health fighting for shippers' rights in the courts.

We had three fires last year, started by 3-phase electric motors, that had been inclosed after we had stubbornly insisted on inclosing. We believe these fires were started by friction due to lack of lubrication.

Halsey D. Paine, Chicago: Fires start due to a dirty condition in the motor, due to accumulation of dust. One method is to stop the machine for cleaning with gasoline; another is by installing compressed air. A better way is to use a portable electric blower. If you keep your motor cleaned it will work efficiently at all times.

Cost of Handling Grain.

Mr. Wells took up estimates of the cost of various items entering into the operation of a country elevator. For a house handling 100,000 to 200,000 bus. annually he had averaged the costs as follows: Interest on average investment in elevator building and machinery, \$8,000 at 7%, \$560; interest on average investment in grain on hand and in transit, \$10,000 at 7%, \$700; depreciation and repairs on building and machinery, \$8,000 at 10%, \$800; power and light, \$300; salary of owner or manager, \$1,800; wages for extra help, \$900; normal taxes, \$150; fire insurance, \$200; workmen's indemnity and public liability, \$30; tornado insurance, \$25; incidentals: telegraph, telephone, postage, office, fuel and cooping cars, \$325; loss on grain in transit, \$100; Loss by deterioration in quality and misgrading, \$100; incidentals: war tax on freight demurrage, switching, etc., \$100. Total expense \$6,090.

The average annual cost per bushel ranges from 6 cents for a house handling 100,000 bus. to 3 cents for a house handling 200,000 bus.

The dealer will have to have a better buying margin than 2 cents. The country dealers have got into the position where they feel like thieves if they take any margin at all.

How many are using the radio?

Four raised their hands.

F. A. Holmes, Waterloo: The radio has got past being a plaything. Receiving has reached perfection. Reception can not be improved. The great changes recently have been and are in the broadcasting stations. A grain man has so much involved that he needs all the utensils for his business. We have found that where elevators have radios the managers are up-to-date. If they have not they are at a disadvantage.

Mr. Wells: We still keep receiving inquiries about the landlord's lien. Years ago we succeeded in having the Iowa law amended,

making it read that when sales of grain on which there is a landlord's lien are made by a tenant "with intent to defraud he shall be guilty of larceny and punished accordingly."

The report of the com'te on resolutions as read by Chairman F. D. Milligan was unanimously adopted:

Resolutions.

Resolved: That we gratefully acknowledge the courtesies extended by those who, by their interested efforts, largely added to the entertainment and enjoyment of those in attendance at this meeting.

Improve Business Methods.

Resolved: That we, as members of the Western Grain Dealers Assn., in convention assembled, having in mind a purpose of establishing such methods of conducting the grain business, that those engaged in that trade shall be worthy of the name of grain merchants, by studying carefully the actual cost of doing business and what is an adequate and proper profit; that we do our utmost to inculcate in other dealers a spirit of fair play and business efficiency, with the purpose of elevating the grain business to the highest possible ethical standard; and it is urged that each member take it as a personal matter and make a personal application of the principles of business-like dealings.

Local Meetings.

Resolved: That it is a sense of this meeting that occasional group or local meetings, similar to those held by bankers and professional men, be had by the grain dealers, to which meetings other business men, farmers, or other interested parties, be invited and urged to attend, would be of benefit to the general grain trade. We further recommend that such meetings be arranged and held among the grain dealers themselves.

Commend Coolidge's Economy.

Resolved: That we heartily commend the attitude of President Coolidge in eliminating from the government pay roll all unnecessary office holders and employees and wish him God Speed in his efforts in the matter of economy in the administration of government affairs and reduction of the burden of taxation.

Officers for the ensuing year, as named by the nominating com'te, Lee Davis, chairman, were unanimously elected as follows: Pres., Clifford C. Belz, Conrad; v. p., O. B. Moorhouse, Glidden; directors, Chas. Dozler, Templeton; Art Moeller, Reinbeck; John Mueller, Calamus; J. D. Kent, Des Moines, and Geo. Moulton, Fonda, Ia.

Adjourned *sine die*.

Convention Notes.

H. M. McCreery came from Sioux Falls, S. D.

R. L. Gifford of Cedar Rapids distributed lead pencils.

Frank Bell and F. B. Beer were there from Milwaukee, Wis.

Among the ladies present was Mrs. Geo. A. French of Ruthven, Ia.

F. J. Conrad of Cedar Rapids represented the Munson Attrition Mill.

Jos. A. Schmitz, chief weighmaster, represented the Chicago Board of Trade.

From Kansas City came Carl Congleton, Jack Martin, Frank Theis, and W. E. Grogman of the Ernst-Davis Grain Co.

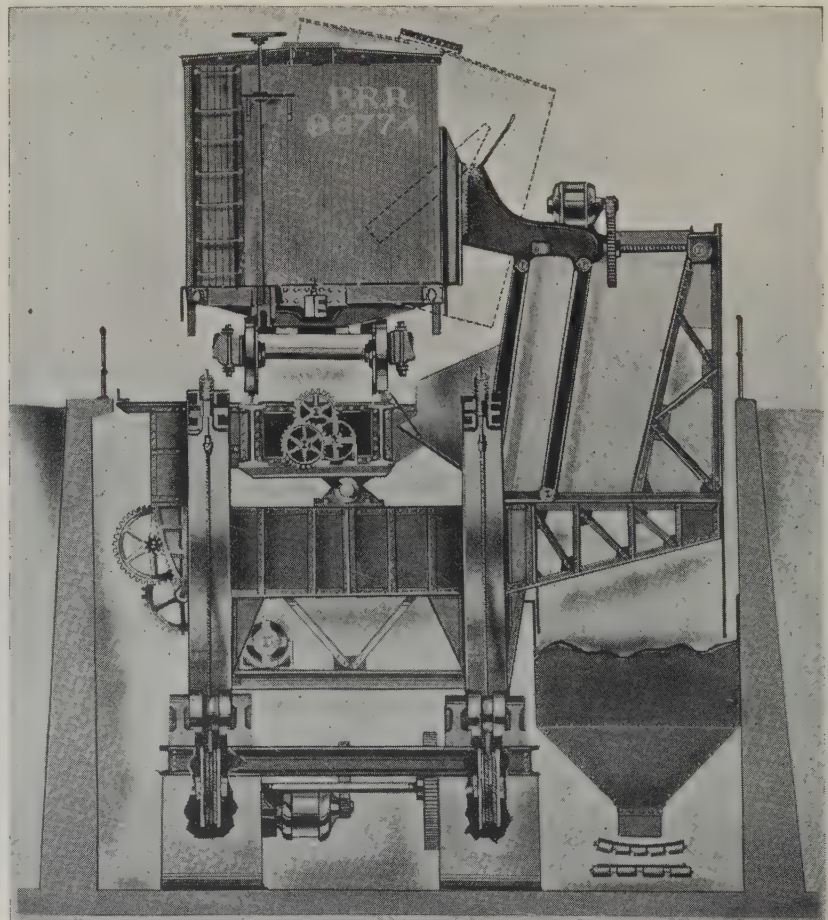
The Grain Dealers National Ass'n was represented by Pres. Fred G. Horner of Lawrenceville, Ill.

Omaha was represented by C. E. Hunter of Lamson Bros. & Co.; J. F. Mead; F. P. Manchester, sec'y Omaha Grain Exchange and W. D. Hart.

A working model of Lord's Universal Truck and Wagon Dump was exhibited in the lobby by the inventor, B. F. Lord and David E. Rubinson.

Lamson Bros. & Co., of Chicago, contributed quotations of the markets by wire posted in Parlor F of the headquarters hotel. This special wire office was in charge of E. B. Hoover, and helped to keep the dealers at the meeting.

Chicago receivers were represented in force by Jack Brennan of John E. Brennan & Co., E. Doern, J. M. Rose, W. M. Christie and Frank Haines, of J. H. Dole & Co., H. J. Koehl, Joseph Visek, Marshalltown, rep. Carhart, Code Harwood Co.; Chas. T. Douglas, Cedar Rapids, and J. A. Low, rep. E. W. Bailey & Co., J. H. Barrett, H. J. Rogers and A. G. Torkelson, Ft. Dodge, of Lamson Bros. & Co.; W. R. Putman of Harris, Winthrop & Co.; Frank A. Cooley, Ft. Dodge; Phil. H. Schifflin and H. C. Reynolds, Iowa Falls, rep.



End View of New Link Belt Car Dumpers.

Schiffin and H. C. McReynolds, Iowa Falls, rep. P. H. Schiffin & Co.

The insurance companies were represented by N. E. Kyle, Des Moines, of the Mill Owners Mutual Fire Ins. Co.; C. H. Brasee, Omaha, Neb., of the Grain Dealers Fire Ins. Co., C. E. Sherman, Fremont, Nebraska General Agent, A. F. Koch, Hutchinson, Kansas, General Agent, Phillips Brooks, Canton, South Dakota, General Agent of the Western Grain Dealers Fire Ins. Co., who conducted the registration.

The St. Louis representation included Frank Bubb, Jacksonville, Ill., and Geo. C. Martin, Jr., pres., of the Martin & Knowlton Grain Co.; H. L. Boudreau, Geo. A. Stebbins of Preston, Ia., H. H. Savage representing Langenberg Bros. Grain Co.; E. C. King, representing the Nanson Commission Co., A. H. Beardsley of Picker & Beardsley Commission Co., Billy Klostermann and Frank Sommer.

Fairbanks, Morse & Co. exhibited in the lobby a new type S suspended platform railroad pattern truck scale; and a fully inclosed ventilated electric motor with rotor supported on self-aligning ball bearings, which is now being introduced into grain elevator work. The demonstration was conducted by K. E. Johnson, of Des Moines, and T. D. Slingman, special representative from the works at Indianapolis, Ind.

Iowa Dealers in Attendance included: F. O. Allshouse, Keokuk; J. W. Brown, Duncombe; C. A. Bullpitt, Ft. Dodge; C. C. Buck, Iowa Falls; W. R. Burt, Clarion; Clifford C. Belz, Conrad; Rufus Bullard, Jr., Maydwell; J. L. Burt, Wilke; Albert and Aaron Brackney, Clemons; C. E. Beall, Williams; N. C. Boyle, Morning Sun; W. M. Bakley, Ogden; Tom Berryman, Winterset; E. Bennett, Boone; V. E. Crabb, Collins; Delbert Cramer, Grand Junction; C. E. Carpenter, Cedar Rapids; C. A. Davis, Cedar Rapids; Lee Davis, Scranton; E. L. Dwyer, Ft. Dodge; Louis Ehlers, Minden; B. H. Erps, Bagley; Geo. A. French, Ruthven; H. J. Frerichs, Wellsburg; E. F. Froning, Liscomb; Chas. W. Forbes, Bagley; Wm. Grettenberg, Coon Rapids; C. C. Gay, Hartwick; Chas. E. Glaman, Jewell; James Henderson, Winfield; C. E. Harris, Williamsburg; Geo. Hall, Weldon; J. E. Hale, Collins; P. J. Honey, Gowrie.

C. A. Johnson, Oakville; J. R. Johnson, Allman; A. E. Kalseim, Jewell; C. L. Knox, Casey; B. H. Knudtson, Roland; Joseph B. Kopel, Marshalltown; Carl W. Lundahl, Madrid; Wallace Lerigo, Davenport; J. S. McKune, Dinsdale; J. K. McGonagle, Washta; A. D. Meyers, New London; L. W. Miller, Coon Rapids; J. F. Mueller, Calamus; Geo. Moulton, Fonda; Leland C. Miller, Mason City; F. D. Milligan, Jefferson; L. W. Miller, Coon Rapids; R. L. Mills, Duncombe; E. W. Miller, Guthrie Center; Thos. B. Mann, Ortonville; Ray Murrel of the Murrel Grain Co., Cedar Rapids; O. B. Moorhouse, Glidden; A. M. Nelson, Manson; W. J. Peters, Wellsburg.

Paul Rivard, Pocahontas; M. C. Rucker, Baxter; W. E. Reynolds, Churdan; Fred Ruhs, Irwin; E. H. Rudloff, Manson; Glenn H. Schuck, Parkersburg; C. C. Schulte, Alexander; E. R. Schlosser, Colfax; F. J. Shreck, New Market; D. E. Taylor, Bagley; E. H. Tiedeman, Fonda.

A. M. Vorhes, Iowa Falls; A. Vander Witt, Knoxville; R. Welsh, Auburn; Fred S. Whiting, Wauke; F. G. Wright, Wapello; Wm. W. Wheeler, Adair; W. A. Wilkins, Albion; O. L. White, Linden; E. R. Wagner, Ankeny; S. W. Wilder, Cedar Rapids.

Interesting Features of New Grain Car Unloader

By E. H. KIDDER, Engineer

The Box Car Unloaders which the Philadelphia Grain Elevator Co. ordered from the Link-Belt Company for its new Port Richmond Elevator will contain many new and interesting features of design which represent a marked advancement in grain car unloaders. For a grain car unloader to receive its widest application it must satisfy the following conditions:

- (1) It must be able to handle all sizes and types of box cars.
- (2) It must handle without damage any box car capable of carrying grain.
- (3) It must be simple and fool-proof in operation.
- (4) It must be equipped with a grain door opener which will remove the grain doors quickly and without damage.
- (5) It must be served with an efficient car haulage system.
- (6) The track arrangement should permit the storing of a large number of both empty and loaded cars during the periods of peak operation.
- (7) It should be carefully balanced so as to reduce the power requirements to a minimum without having any penalizing peaks in the entire cycle of operation.
- (8) The pit dimensions should be kept as small as possible.
- (9) The receiving hopper should have a capacity equal to that of the largest car.
- (10) Its economy in maintenance and operation together with its high unloading capacity must justify its first cost.

The design of the unloaders which will be installed in the new Philadelphia Grain Company's Elevator has been made with careful consideration given to all of the foregoing features.

Each one of these unloaders will consist of a car supporting platform consisting of two heavy rolled girder beams connected by diaphragms and bracing, pivotally connected with a heavy structural steel cradle. The axes of these pivots are parallel to the longitudinal axis of the car and permit the tipping of the car sidewise to an angle of 15 degrees. The side tipping operation is accomplished by means of two cast steel gear rack sections mounted in structural steel brackets and driven by cut steel spur gears from a 20 H. P. motor equipped with a solenoid brake.

The cradle, which is made up of two semi-circular structural steel girders connected by diaphragm and heavy bracing is mounted on four rollers in such a manner as to permit endwise tipping of the car to an angle of 40 degrees in either direction. Steel cables driven from two 30" diameter drums and secured to the cradle by spring ends to prevent shocks are used for tipping the car endwise. The operating drums are driven through oil enclosed cut steel spur gearing by a 40 H. P. motor equipped with solenoid brake.

The combined effect on the car of the sidewise tipping to an angle of 15 degrees and the endwise tipping to an angle of 40 degrees causes the grain to be discharged through the door opening into the receiving hopper at the side of the machine, from which it is carried by belt conveyors to the elevator.

The door opener which is supported from the main cradle by pivoted structural steel levers will push in the boards forming the grain doors by means of a steel screw and threaded sleeve driven through cut steel spur gears from a 15 H. P. motor. The grain door will remain attached to the door opener frame which will be raised above the main flow of grain during the dumping operation. During the entire unloading operation the grain door will not be touched by hand. When the car is righted the door opener mechanism is removed from the car and the grain door deposited on the car floor. The door opener is adjustable to cars of widths varying from 8'-6" to 10'-6" and with floor heights varying from 3'-5" to 4'-3" above top of rail.

The machinery for clamping the car on the platform against longitudinal movement consists of two cast steel carriages which travel on guides in the upper table, and hold the car by contact with the couplers. The clamp carriages are moved and held by steel screws, driven by threaded sleeves turning in fixed bronze-bushed bearings. The sleeves are driven by cut steel spur gears from a 15 H. P. motor. The clamp carriages are to disappear into pits at the ends of the machine when at their extreme outer position, to permit passage of cars on and off the machine.

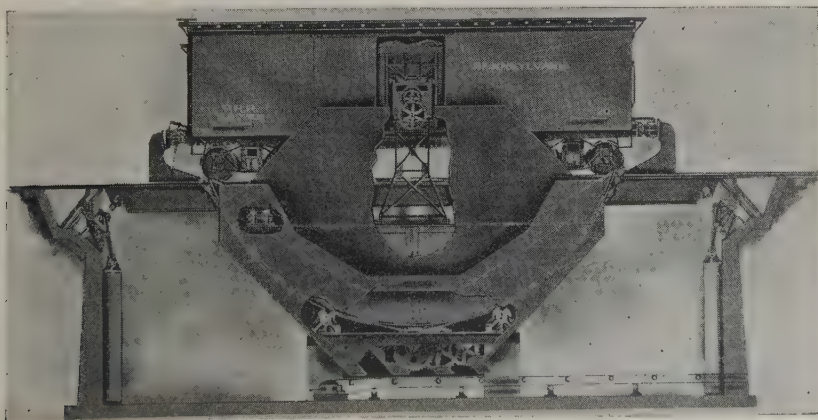
Four pivoted end posts, one at each corner of the car supporting platform are provided for taking the weight of a loaded car or locomotive when passing on or off the dumper. These posts always bring the rails on the dumper into correct alignment with those outside the dumper. The posts are operated by the end clamp carriages and are entirely automatic. When the end clamp carriages disappear into their pits at the ends of the machine they operate the end posts through a system of levers. This feature makes it absolutely impossible to run a car over the machine without the end posts being under the car supporting platform.

The operation of the unloader is as follows:

The loaded grain car, with its outer door open on the dumping side, is spotted on the platform of the unloader approximately central by a car haulage system, small locomotive, or otherwise. The disappearing end clamp carriages are simultaneously brought into position in contact with the car couplers, thus positively centering the car on the main cradle. This operation also automatically removes the end posts from beneath the car supporting platform. The grain door is then removed by the door opener, and the car tipped sidewise 15 degrees. With this operation a large percentage of the grain in the middle of the car is discharged into the receiving hopper. The main cradle is next tipped to a maximum of 40 degrees to the horizontal in one direction to discharge the grain from one end of the car. With the upper end of the car empty a baffle plate is inserted thru the door opening and the cradle tipped to an angle of 40 degrees to the horizontal in the opposite direction, discharging the grain from the other end of the car.

After the car has been emptied of its load the side tipping and longitudinal tipping platforms are again brought to normal horizontal position. The door opener is withdrawn

[Continued on page 514.]



Side View of New Link Belt Car Dumpers.

Present Status of Railroad Claims

From an Address by W. S. Braudt before Western Grain Dealers Ass'n.

Losses arising from freight claims are the old story of the hole in your pants pocket; your small change slips out and it's lost, usually never found. There are some large individual freight claim losses, but the small losses outnumber the large losses one hundred to one.

From this freight claim cause, as a whole, an individual loss to an individual elevator of say, \$100, will not bankrupt the elevator, but if you will multiply that \$100 loss by a reasonable percentage of the thousands of elevators doing business in the grain trade, the hole in the pants pocket gets big enough to mend.

What is a legitimate freight claim? First, let me say that a freight claim loss isn't always railroad liability. While the railroads are practically insurers of the freight delivered to them for transportation, there are some causes from which they are exempt, and quite properly so. The grain freight claim is one of the few things that gets tail end consideration from you and I think this is largely due to the misunderstanding that exists about what you are rightfully due to recover for and that which you cannot charge up to negligence on the carrier's part.

In classifying the losses in the grain trade which are liability items, first we have the ever present loss caused by shortage in weight. Second, the loss from decline in market value due to slow movement or to unreasonable delay in transit. Third, the deterioration in grade and value due to heating in transit that may be caused by slow movement or unreasonable delay in transit coupled by confinement in tight box car with no chance to turn the grain over to cool it in any way. Fourth, the failure to get cars to load and, fifth, the illegal or erroneous collection of freight charges that are overcharges.

Very briefly, on the first loss item, namely, shortage in weight, this is a triangular cause; failure or error in loading at point of shipment; failure or error or deliberate suppression of part of contents unloaded at unloading point; loss of contents by the railroad to whom there has been given 88,000 pounds of grain to transport to destination and only 87,200 pounds delivered at destination, the other 800 pounds having leaked out of a defective car or having been stolen out of said car while in carrier's possession as a common carrier and practically an insurer of the grain given them to transport. The railroad cannot be charged with weighing error or irregularities at loading or unloading points, but is liable for the third cause mentioned, and one or two of the trunk lines are not backward about invoking causes one and two as a means of evading liability for cause three.

Delay items for decline in market or for deterioration are a proposition of the destination market value of the grain, in the condition it should have been in, on an arrival date after allowing the carrier REASONABLE time in which to move the grain to its market destination.

Losses from failure to furnish cars is the car supply question all over again. You are entitled to your elevator's individual share of the available cars for loading; you must get them or prove unjust discrimination in favor of some competing shipper.

Losses to you from overcharges are the tariff provisions and constant changes take place in these documents. Read and know your freight tariffs that apply to the particular shipping that you do; you are entitled to suitable notice of change in rates and other tariff provisions; and my respectful recommendation to you is to see that you get such notice.

Shortages in weight are of sufficient importance to justify further comment here. They arise through defective record car movement as leaking cars, evidence of recent repairs (clever work here sometimes removes all evidence of previous leaking conditions en route), bulged or otherwise dangerously unsafe cars, and cars that are not at all times properly protected by seals. A car seal is certainly not an absolute protection of a load of grain; but neither is money always perfectly safe in a steel safe. Disturbed seals, however, do indicate a cause but bear in mind please that seals must be broken for state and other inspection as well as other causes, but do not overlook the fact that such loads with seals broken for legal reasons must be under proper surveillance while the seals are removed and replaced.

Clear record movement is the other angle of the loss by shortage in weight and is a hard one to get much satisfaction out of. In this class of claims the triangular causes I previously spoke to you about come out stronger than ever. In cases of so-called clear record shortages, the carrier is inclined to throw the burden onto loading or unloading failures or errors. The third point of this triangle applied to clear record shortage claims is simply a question of an unrecorded, unreported leak in

transit. Some railroads not only take every known precaution to get all leak records, but they maintain expensive records of car conditions and when the freight claim officer of that railroad tenders you the result of an investigation that indicates a clear record of handling, he has an argument that is worth something. The trouble with most investigations is that they are superficial, take in the loading point, the unloading point, clear up any change in seals and call it a clear record. This is not a clear record. Conductors and yardmen, inspectors and special agents look over these cars and the only prima facie case of clear record that can be justly so is one where the record of every man handling the car submits his record to make up the whole. One railroad I have in mind INVESTIGATES these shortages. This clear record proposition presents extreme difficulties in dealing with some roads. And this condition is unjust and unfair. There is always the question of doubt basis to apply.

One more thing, gentlemen, that is costing you money on these small losses and that is the **Six months clause of the bill lading.**—Briefly, no four sided railroad will invoke this proviso of the B/L in a liability case. I have the citations right here to show any interested shipper or receiver that the decisions of the courts show that failure to file within six months, in a liability case, is not a bar to recovery. This six months' clause needs your consideration, gentlemen. It is monumentally unfair to apply it to liability cases filed within two years of the unloading date.

I cannot pass this opportunity to pay my respects to the 50 mile per day basis that is getting to be such a lusty child with the railroad freight claim officers. There is nothing to it but a basis and as a basis it is against your interests. A car should receive continuous movement in direction of destination, and if it gets it the "no schedule on bulk grains" alibi falls flat. Move it by local freight service if nothing better offers, but MOVE it continuously and not back track it to let less important revenue traffic have precedence.

A Few Railroads Fair.—A word in closing is due two railroads I have in mind for the open and fair minded manner in which they handle the grain claims. Of all the carriers the Bureau comes in contact with there is less technical hair splitting and more frank discussion by the Rock Island, the Santa Fe, the C. B. & Q., the Missouri Pacific, the St. L. & S. F., and the C. M. & St. P. I must pay due respect to the Rock Island and the Santa Fe in this respect, and at the same time not overlook giving such credit as is due to the other carriers mentioned.

It is much easier to boost than to knock, and more pleasurable, and I will keep off the unwillingness to handle your claims as consistently as the roads mentioned but I shall reserve the right to acquaint you with the different carriers' position thru the columns of the grain journals.

New Grain Car Unloader.

[Continued from page 513.]

and the end clamp carriages are run into their pits. This operation of the end clamp carriages automatically places the end posts under the corners of the car supporting platform. The empty car is then moved off the platform by means of the car haulage system.

The time required for the complete cycle of operation of the unloader is 3½ minutes. With the car spotting system which is being planned by the Philadelphia Grain Co. in connection with these unloaders and a conveying system large enough for taking the grain away from the receiving hoppers there should be no difficulty in maintaining an average unloading capacity of 16 cars per hour with two machines.

Vancouver, Wash.—When wheat was selling around the \$2 mark many of the farmers of the Canadian prairies, who were members of a co-operative pool, sold to private buyers. Now the pool has nearly 25,000,000 bus. of grain unsold in elevators and the price has dropped. Farmers who sold their pool committed grain outside can pay the provided penalty and still be richer than those who stuck to their pooling contracts.

Air Vents from Scale Hoppers to Garners.

All of the up-to-date terminal grain elevators are equipped with dust-collecting systems the piping of which extends to every point where dust is found, with the exception of the scale hoppers.

No weighing department or supervising agency could possibly permit the attachment of any suction device or contrivance to a scale hopper.

When grain is dropped from the garner to the scale hopper it rapidly displaces the air in the hopper so that the ready escape of that air must be provided for thru the medium of air vents from the hopper, or this air, heavily laden with dust, will be forced out around the top of the hopper and into the scale room. If the canvas curtains, which usually are attached to the bottom of the garner and extend down into the scale hopper, are fitted closely, a compressed air condition is produced in the hopper, which will affect the accuracy of the weights for some time after all of the grain has been dropped. Sometimes a hand-operated lid or valve is used to relieve this pressure, but this allows the dust to escape into the scale room, making the atmosphere disagreeable and creating an explosion hazard.

How to eliminate the dust from the scale floor and get accurate weights at the same time is the difficult problem which W. E. Thompson, supervisor of scales of the Minnesota Railroad and Warehouse Commission, has undertaken to solve by using air vents between hoppers and garners. Mr. Thompson's suggestions are outlined as follows:

To insure accurate weights it is necessary that no suction or air pressure be allowed to reach the scale hopper during the weighing or preliminary balancing of the scale.

The garner must not only be grain tight, but likewise must be tight enough to prevent the sudden outflow of dust laden air coming either from the discharge of grain into the garner or the discharge of air vented up from the scale hopper. The garner should be provided with an outlet for the dust laden air from both of these sources. This could quite properly be an expansion chamber, connected to dust collection line.

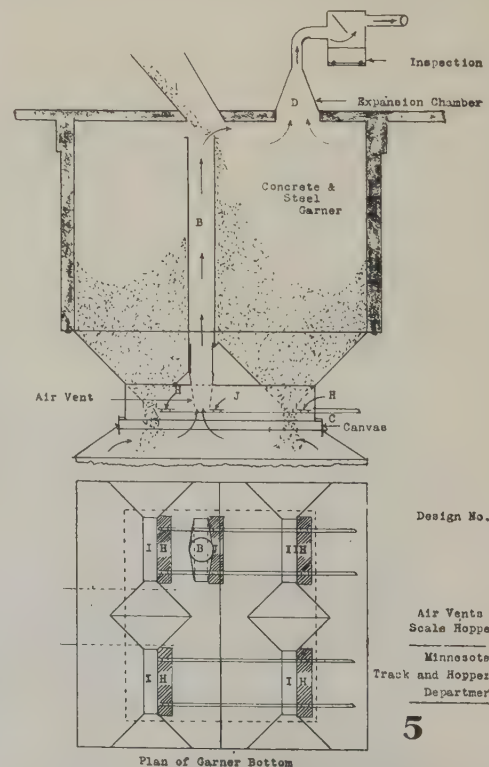


Fig. 5. Air Vents. [See facing page.]

Engravings Nos. 1 to 5 accompanying show venting of the air from the scale hoppers back into scale garners. Fig. No. 1 deals with steel construction where the garner and hopper are both made of steel, or where the hopper is steel and the garner is concrete, with a steel bottom. The vent pipe "B" in this design is intended to cover construction that is already in, except that there is added at the top of the vent pipe "B" an elbow with rather a long radius and preferably made round to rectangular or square, which must be equipped with a back pressure valve, shown in the diagram at "A." This valve should be of extremely light material. The material covering the valve should extend far enough up and be applied in a manner which will permit of its use as a hinge. This preferably should be made from strips of light wood, clamped, bolted or screwed together, and should be attached in such a manner and the workmanship should be such that this valve will be permitted to move almost, if not quite, to a horizontal position when the air suddenly rushes up thru the vent pipe "B." The position of this valve, when inoperative, should be plumb so as to close the top of the vent pipe "B." The back pressure valves "A" in all designs shown, viz.: Nos. 1, 2 and 3, are identical but may be made circular if preferred in any individual case.

Wood construction is provided for in Fig. 3, showing both a wooden garner and a wooden scale hopper. A clean-out door or slide is suggested near the bottom of the vent pipe "B" on account of the turn in this vent.

Construction of the vent pipe "B" outside of the garner is provided for in Fig. 2, to eliminate criticism that sometimes leaks will develop where these vent pipes are placed inside of scale garners. With this construction, care should be taken to apply the flexible section between the fixed upper section of the vent pipe "B", and the lower or cone shaped section, which is attached to the hip of the scale hopper roof.

The back pressure valve "A" hung at the top of the vent pipe "B", is eliminated in Figs. 4 and 5. A valve at the bottom is substituted in design No. 4, shown as valve "F" and in design No. 5, shown as valve "J," to accomplish the same purpose. In each of these designs the valves at the bottom of the vent pipes should be connected to operate simultaneously with the operation of the garner grain vent slides. It will be seen that when the air vent

"B" is open the garner slides controlling the grain are open and when the air vent slides are closed, the garner slides controlling the grain are closed.

Air vent pipes and back pressure valves at their tops represent the study of scale inspector J. R. Methven, covering some considerable time. They have been carefully tried and it has been proven that when properly installed they will function readily and effectively. Where valves of this character have been improperly applied, or made of too heavy material, they have not functioned properly. The idea of closing the vent pipes "B" with a slide moved simultaneously with garner lever slides is a proposal of scale inspector M. A. Fox. They have not as yet been tried, but Mr. Thompson feels certain that they will function equally as well as the other type, if care and intelligence are used in their construction and application. Success of all such construction depends upon the care of the builder, and quite generally upon the desire of elevator weighmen and employees to better their own working conditions, in the case of elevators already in operation.

Designs Nos. 2 and 5 are primarily suggestions for new steel construction.

The openings for grain discharges from garners are of considerable size. Usually there are four and in some construction many more. Many times there are four openings, each one 8x42 inches in a single garner, which would mean a square area of 336 square inches per opening, or a total square area of 1344 square inches. This will permit of grain pouring into a scale hopper at a very rapid rate. In some cases with garner openings for grain discharge of this size, the vent pipes are only ten inches in diameter; and that, too, a single pipe, which would be equivalent to 78.54 square inches, or a ratio of about 1 to 17 for the escape of the displaced air.

Experiments have been conducted in wooden houses, introducing vent pipes similar to that shown in Fig. 3, where the area of the vent pipe is equal to about one-fourth of the square area of the grain discharges from the garner. These experiments lead to the opinion that this is about the proper ratio. On this basis, it would mean that the area of the cross section of the vent pipe from the hopper ought to approximate the area of one of the garner grain discharge openings, where there are four of such grain discharges.

Coaxing Smiles

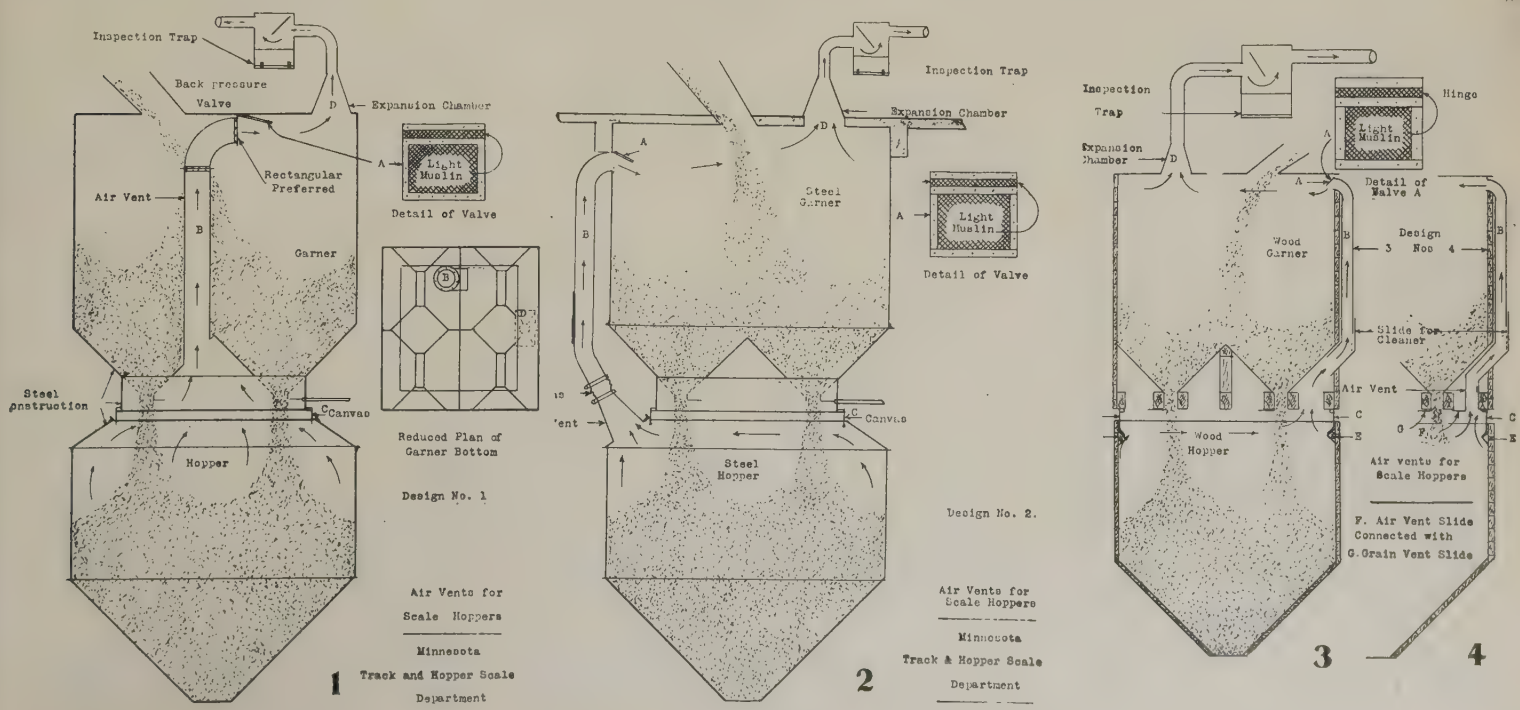
[Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, care Grain Dealers Journal.]

Forgetful.

The man who told of the elevator manager elevating a 2x4 up the leg and through the top of the cupola has nothing on the Manager of the Orlando Elevator. He had a helper who was commendable for everything except forgetfulness. It was not unusual for him to lock all the doors leaving the keys inside. One evening when he probably had a date, he very hurriedly locked up; only to remember that his mother had told him to bring home some wheat for chick feed. He rushed back to the office, got the keys and unlocked the elevator to get wheat. Leaving keys inside he came out, hooked the bow of padlock thru the staple and rushed for home; only to remember later that he would have to take a wrecking bar to work with him the next morning.

He had a habit of getting all machinery going, then loafing outside to see the school Mams pass. One morning he had everything going nicely and went out to take a casual view of short skirts, low necked dresses and silk stockings, after which he returned to find his cup belt standing still. He grabbed the lantern, rushed down into the pit and started clawing out wheat. At this time the manager came in knowing nothing of what had happened; but seeing cup belt standing still took hold, gave it a lift and it started up. The helper came out of the pit and started to tell his troubles, just in time to see his lantern going up the leg. "Darnation" he yelled "there goes the lantern." He ran up stairs and I down. We met each other three times, one going up and the other down; as good fortune sometimes happens the lantern went out without setting fire to elevator. His only remarks were, "Barnum was right when he said there is a fool born every minute."—E. J. Murphy, Orlando, Okla.

Kansas City, Mo.—In an effort to attain harmony between industry and agriculture the U. S. Chamber of Commerce called a meeting of the Chambers of Commerce of Arkansas, Colorado, Iowa, Kansas, Missouri, Nebraska, Oklahoma and Texas for Apr. 9, for consideration of methods thru which business organizations can co-operate with the farmers for the betterment of agriculture in their trade areas.



Figs. 1 to 4. Air Vents from Scale Hoppers to Garners.

The Cause and Prevention of Elevator Fires

From an Address by J. A. King of the Western Grain Dealers Mutual Fire Ins. Co.

Of course you are interested in the Western Grain Dealers Mutual Fire Insurance Company. You depend upon it to reimburse you in case of loss by fire, and many of you in case of loss by windstorm. You want to feel confident that in case you are so unfortunate as to sustain a loss or damage to your property the loss or damage will be promptly adjusted on a fair basis, without resort to technicalities for the purpose of avoiding payment, and that the loss will be promptly paid as soon as the amount due is determined. You also want to feel that the cost of your insurance is fair and reasonable. You are warranted in a favorable conclusion on each of these questions, as regards your insurance in this company.

The Western Grain Dealers Insurance Co. was organized and began writing insurance in August, 1907, and has been in operation nearly eighteen years.

The amount of insurance has increased each year, from a small beginning, until now it has in force twenty-nine millions in risks. During the past several years it has carried the insurance on the greater part of the grain elevators and contents in Iowa, and written considerable of that class of business in adjoining states. The record of this company in the settlement of losses sustained by grain dealers cannot be excelled. Every such loss was adjusted with as little delay as possible and the loss paid as soon as the amount was determined, excepting only in case a valid reason existed for objection or delay.

One loss we refused to pay because we believed the property was destroyed by design on the part of the owner. It developed that our contention was justified. We did not pay the loss.

One was a small loss for which it appeared doubtful as to whether the insurance was liable. Other companies were on the risk and declined to pay. After considerable delay the other companies decided to pay. This company then paid its proportion of the loss.

The other one of the three has been partly paid. The situation in the case is such that the remainder cannot be safely paid until some matters connected with it as between other parties are adjudicated. The situation in this case demonstrates that care should be used to keep clear and concise all conditions regarding the title, ownership and the rightful payee of insurance.

Since this company began writing insurance it has had only one case on trial in court, concerning a loss. That was the case of the Hubbard Grain Co. of Mason City, Ia. The Hubbard Grain Co. sustained a loss by fire on grain in one of its elevators. At the time of the loss that company had certificates of insurance issued by this company on grain under an open policy. It also had what purported to be a provisional policy on the grain issued by the Hartford Insurance Co. The insurance companies and the assured agreed that the loss amounted to \$1,616.31. This insurance company claimed that the Hartford policy in the form it was written, by the terms, was specific insurance and run concurrently with the insurance written by this company, and that this company was indebted to the assured in the sum of \$806.77 and that the Hartford owed \$809.54 of the loss.

The Hartford claimed that it owed the assured only a little over \$5.00 and refused to pay more. This company immediately paid the assured \$806.77, claiming that amount to be in full satisfaction of its liability. The Hubbard Grain Co. was so well satisfied with the action of this insurance company that it cancelled all of its insurance with the Hartford, on both buildings and grain, and placed it with this company.

Being unable otherwise to obtain payment from the Hartford, the Hubbard Grain Co. brought an action in court for the balance of \$809.54, and in order to avoid any waiver of its rights, the suit was brought against both companies jointly. The trial in the district court resulted in a verdict against the Hartford for \$809.54 and costs, that being the exact amount of the loss which this insurance company had declined to pay. The Hartford appealed the case.

The Supreme Court affirmed the decision of the lower court. The Hartford petitioned for a rehearing, which was denied.

The result in the case fully confirmed the position taken by this insurance company in refusing to pay a greater part of the loss.

The Western Grain Dealers Insurance Co. has paid \$1,100,000.00 for losses and has returned to its policy holders over six hundred thousand dollars in dividends. This has been done on a basis of premium charges, much less than

was formerly paid for such insurance. At the time this company was organized the grain dealers of Iowa were paying for their insurance premiums greatly in excess of the gross premiums charged by this company, and were not receiving in return any part of the high rate of premiums so paid. The reasons for the cost of insurance on elevators and contents being so much greater then, were two-fold: Grain dealers were then having to pay considerably more than actual cost for their insurance, and the real cost, owing to a greater loss ratio, was higher then, than later because the plan of inspections carried on by this company and the co-operation of the elevator owners in correcting hazardous conditions found, no doubt has caused the number of fires to be less than they would otherwise have been.

The amount returned by this insurance company in dividends does not represent all the saving to its policy holders. The grain dealers in the territory covered by this company have been benefited to a greater extent in the reduction in the rate charged for insurance on their property. Previous to the time when this company began writing insurance on grain elevators and contents, the rate charged for such insurance was more than double the gross rate paid on that class of risks to this company. The lower rate paid and the considerable part of the lesser rate returned constitute a greater saving in the cost of insurance than the grain dealers generally realize. All of this large reduction in insurance cost has been brought about through mutual insurance.

The cost of insurance in a mutual company is composed of the amount required to pay losses incurred and the amount necessary for the expense of conducting the business of the company. It is self-evident that the losses directly affect the cost of mutual insurance. The loss ratio is to a considerable extent decreased or increased by the policy holders themselves. The exercise of carefulness and proper attention to the elevator's operation, preventing the existence of unnecessary hazards and uncleanly conditions will operate to decrease the number of fires and correspondingly lessen the insurance cost.

The expense which is a part of the cost of insurance is controlled by the management of the company. It is found that of the mutual insurance companies listed for a recent five-year period, less than one-third, and of the stock companies none have as low expense ratio as this company. From which we must conclude that the expense of conducting the business of this company is proportionately low and could not reasonably be expected to be lower.

Such part of the premiums collected as was not needed for the payment of losses and expenses having been returned as dividends the grain dealers who have patronized this company have had their insurance at cost on a reasonable basis.

The rates charged on grain elevators and contents in this company have always been in accordance with a schedule of rates arranged to include the various deficiencies or hazards and the credits applying to the risk, based on construction, equipment, condition and location. A base rate is increased or decreased as the case may be by adding the deficiencies or deducting the credits as they apply according to the schedule to the particular risk when the rate is fixed.

The amount named in the schedule for each deficiency has been determined by observation and experience, and is intended to express the relation of the hazard or decrease of hazard as nearly accurate as possible.

Whenever any change is made in the condition of the property by the correction or removal of a hazard, or a change that is cause for credit, the rate is revised for such difference in conformity with the schedule of rates.

The cost of insurance in a mutual company, conducted on a careful, conservative basis, is lower than stock company insurance.

The fire loss ratio is lower because the assured are more largely interested in fire prevention and holding the losses down to the minimum. The company gives more and better attention to the correction of fire hazards by frequent inspection of the property and has a closer relation with the policy holder. The expense ratio is lower. The dividends are paid to the policy holders instead of to the stockholders.

Insurance in a legal reserve mutual company having a reasonable surplus gives to the policy holder as safe protection as in a stock company. A reasonable surplus and the contingent premiums of a mutual company are as good guarantee for the payment of losses as is the capital of a stock company.

Fire losses occur in greater amount some years than in other years. A mutual company should have a reasonable surplus to provide for the payment of excess losses in such years as such excess occurs.

This company experienced excessive losses in the years 1922 and 1923, especially in 1922. The accumulated surplus enabled the company promptly to pay those excessive losses without embarrassing the company or the policy holders. It has been and now is the policy of this company to accumulate and maintain a reasonable surplus; such an amount of surplus as would be sufficient to take care of excessive loss if and when such excess occurs. But it is not deemed wise or necessary to accumulate an excessive surplus at the expense of the policy holders.

Fire losses is a subject of much concern to the management of an insurance company and of large importance to the policy holders in a mutual company. The success of the company and the cost of the insurance is affected to such an extent by the fire loss ratio that all possible effort should be made to prevent avoidable losses.

Several of the elevator fires that occurred within the past year, and in which this company was interested, were due to carelessness or, more strictly speaking, want of care. The principal causes of elevator fires recently in our experience were: Electric motors, lightning, defective chimneys, lubrication neglected, and combustible roofs. All of the fires from these causes could have been avoided.

Many electricians contend there is no danger of a three phase motor causing a fire. Probably some of you have heard such statements made. At any rate, it is not true. During the past year three fires started in the motor located in the cupola of the elevator. Fortunately each one of them was enclosed in a fire resisting room, as suggested by us, and the damage done in each case was small. The owners all said they were satisfied that if the motor had been open the building and contents would have been destroyed. The cause of the fire in these cases was difficult to determine. The cause seemed to be either overload or dry bearings.

A fire started in a motor because the knife switch was wrong side up. The handle dropped down and opened the switch. It is an established fact that it is not safe to have the motor located away from the work floor, no matter of what phase, unless it is in a fire resisting enclosure.

Lightning losses can be entirely eliminated by installing lightning rods. Last year an elevator was destroyed and a number of lesser losses occurred because of lightning striking the buildings. This company allows a liberal credit for lightning rods or grounded metal sides and roof. Lightning rods are 99% protection.

Defective Chimneys: A defective chimney was the cause of an elevator being burned last year and a loss of \$8,000.00. That fire was surely caused by neglect. It is a matter of common knowledge that mortar in a chimney is softened by the heat from the stove or furnace, and falls out, leaving holes through the sides of the chimney.

Now, wouldn't you think that a chimney in an office attached to the elevator would be inspected each fall before the time heat is needed, to ascertain whether it is safe, and if not safe, be repaired? Some smaller fires occurred from the same cause.

Lubrication Neglected: Our information leads to the conclusion that neglect to keep the machinery bearings properly lubricated is a prolific cause of fires in elevators. It is so generally known that a dry bearing is almost sure to get hot and that a hot box is likely to start a fire, almost sure to with dust around and upon it as in a grain elevator.

Several fires have occurred in elevators at night, cause reported unknown. It seems fair to presume that some, probably a large percentage, of these fires were caused by a hot box. The bearing could be hot enough to start a fire when the machinery stops running, and the fire so started could smoulder in the dust for some time before breaking out. It is noted that such fires are usually in the upper part of the elevator. An incipient fire in the cupola would not be noticed by the operator on the work floor.

Combustible roofing on elevator buildings, especially the additions that are not high, is a source of danger from fire. The cost of non-combustible roofing is not more than shingles. All new roofs should be of non-combustible material. It would seem to be worth while to cover with non-combustible roofing all low buildings near the track that are shingled now, though the shingles are not entirely worthless, because shingles that have been on some time become curled and fuzzy and are easily ignited by sparks.

It seems to me that it is not so much the need of added information concerning fire hazards as it is thought and care to remove or avoid them. The National Board of Fire Underwriters claim that three-fourths of the fires are due to carelessness and could be avoided. I wonder if that ratio obtains regarding fires in grain elevators.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Piggott, Ark.—B. L. Royall, pres. of the Clay County Mill & Elvtr. Co., died at his home here recently at the age of 57.

CALIFORNIA

Los Angeles, Cal.—The plant of the Huffine Grain Co., a branch of the Kansas City, Mo., concern, is well under way. At present the company is operating in temporary quarters in the Terminal Tower Building. Its new plant will be a one-story and part basement structure with a headhouse for grain storage and will contain approximately 20,000 sq. ft. of floor space. A steel and frame elvtr. and a brick and reinforced concrete warehouse is being constructed. Every modern mechanical device for economical movement, grinding and sacking of coarse grains will be installed, with provisions for expanding for storage of both bulk and sacked grains. The elvtr. capacity will approximate 50,000 bus. The main floor will be at carfloor level and have a loading platform along the tracks of the Los Angeles Junction Ry.—J. E. Huffine, Huffine Grain Co.

CANADA

Vancouver, B. C.—Frank L. Davies has resigned as export mgr. for Vernon & Buckersfield, which position he has held for the past four years.

Vancouver, B. C.—A branch office has been opened here by the McMillan Grain Co., Ltd., of Winnipeg. Grain future service in the home and Chicago markets is offered.

Montreal, Que.—The Harbor Commissioners will add a new storage unit of 3,000,000 bus. capacity to Elvtr. No. 3 at Tarte Pier this summer, provided the approval of the Government can be obtained.

New Westminster, B. C.—Work is soon to begin on the erection of an elvtr. for the syndicate of Waskatenau, Alta., men, who under the leadership of G. G. Fowler, were reported in the last issue to have leased a site here.

COLORADO

Ft. Collins, Colo.—The offices of Wilson, Cranmer & Co. are being completely remodeled.

Limon, Colo.—The Robinson Grain Co. suffered a small fire loss to its new \$20,000-100,000 bu. grain elvtr. on Apr. 1.

Lamar, Colo.—Contract has been let for the erection of a small mill and elvtr. on the C. S. Culp & Son ranch near here, to be used in the manufacture and storing of feeds. The Santa Fe is putting in a siding.

IDAHO

Malad City, Ida.—After June 1st I will be located here as local mgr. for the Inter-Ocean elvtrs., with which concern I have been connected for the past 2 seasons.—Vinton I. Rhodes, Salt Lake City, Utah.

ILLINOIS

Towanda, Ill.—The Towanda Grain Co. is installing new scales.

Bethany, Ill.—Sheffield Marlow has just been selected as mgr. for the Bethany Grain Co.

Elwood, Ill.—A 6-bu. Richardson Automatic Scale has been installed by David Beattie & Son.

Strawn, Ill.—I am installing a Kewanee Truck Dump in the Strawn Elevator.—Harry Tjardes.

Rochelle, Ill.—A 5-bu. Richardson Automatic Scale has been installed in the elvtr. of Morris Kennedy.

Ellis, Ill.—Davis Bros. & Kinson have had a Richardson 10-bu. Automatic Scale placed in their house.

Brothers, Ill.—Stevens & Shelby have installed a 5-bu. Richardson Automatic Scale in their elvtr. here.

Lanesville, Ill.—The Mansfield Ford Grain Co. will paint its elvtr. The Decatur Const. Co. has the job.

Weldon, Ill.—A 10-bu. Richardson Automatic Scale has been added to the equipment of the Weldon Grain Co.

Wing, Ill.—E. J. Overly is now mgr. of the Wing Grain Co., succeeding L. R. Tinker, resigned.—Wing Grain Co.

Eldorado, Ill.—The Farmers Mill & Elvtr. Co. is still out of business. I don't think it will do anything any more.—X.

Decatur, Ill.—Wm. Shellabarger has moved here from Salina, Kan., to look after the Shellabarger Mill & Elvtr. Co.'s interests.

Ursa, Ill.—The Farmers Co-op. Elvtr. Co. is remodeling its house and installing a new boot. Decatur Const. Co. has the contract.

West Frankfort, Ill.—It has not been learned whether or not the recent damage to the Kuykendall Bros. warehouse has been repaired.

Longpoint, Ill.—O. B. Wheeler has installed Kewanee Steel Air-Lift Dumps in his elvtr., the first to be installed in the community.—H. Z. L. Colehower.

Warsaw, Ill.—A ferry-boat now carries the produce of the Missouri patrons of the Warsaw Grain & Supply Co. across the river to the company's elvtr.

Eichhorn (R. F. D. No. 4, Golconda), Ill.—The J. F. Humm Mfg. Co. has incorporated for \$30,000; incorporators, Jacob F., Marcella M., and John C. Humm.

Industry, Ill.—Harvey L. Mummert, formerly mgr. of the Astoria Farmers Grain & Supply Co. at Astoria, has been employed as mgr. of the Industry Co-op. Co.

Beecher City, Ill.—At present there is no grain dealer here, however there is a good elvtr. and office and excellent opportunities for a live grain and feed man.—X.

South Ottawa, Ill.—O. D. Center is the new mgr. of the South Ottawa Grain & Supply Co., having succeeded F. J. Lindsey. The latter has retired from the grain business.—S.

Easton, Ill.—In a suit brought by the Easton Elvtr. Co. against the Fernandes Grain Co. for \$40,000 alleged to have been lost in dealing in wheat futures, the plaintiff lost the appeal.

Cisco, Ill.—Albert Leach is now the mgr. for the Cisco Grain Co. He was formerly occupied in the same capacity for the Evans Grain Co., but has been succeeded by W. E. Miller.

Ottawa, Ill.—The Wallace Farmers Grain & Supply Co. has remodeled its elvtr. and installed new buckets and spouts and two Kewanee Truck Dumps. Geo. Saathoff did the work.

Andres, Ill.—The Andres Farmers Grain & Supply Co. is remodeling its elvtr. and installing two Hall Distributors, new steel spouting and "V" buckets. Geo. Saathoff is doing the work.

Brisbane (New Lennox p. o.), Ill.—The elvtr. formerly operated by C. H. Meyers is still idle, as it has been for several years. Baker Jones & Co. of Manhattan, Ill., control the property.—X.

West Humrick, Ill.—In addition to the Humrick elvtr. reported in the last number to have burned earlier this month, the crib and dust house belonging to Harry and Laverne Brock-Jones were also destroyed by the April 4th fire.

Olney, Ill.—The Olney Mills, formerly the Fahs Bros. Mill, is now the property of Ed. Brookfield and Dr. O. F. Borah. The old mill will be wrecked. The Olney Mfg. Co. has a new plant across the street from this 1871 structure.

Marseilles, Ill.—On May 1 Wm. T. Kasten succeeds O. P. Clark as mgr. of the Marseilles Grain & Supply Co. Mr. Kasten has been the successful mgr. of the Verona Farmers Elvtr. Co. for the past four years. Mr. Clark leaves for California.—S.

Media, Ill.—Since buying the elvtr. of the Media Farmers Grain Co. here we have been doing some painting and replacing the old shingle roofs with composition shingles. Also intend to put galvanized siding on east elvtr. over the old siding.—H. O. White & Son.

Mansfield, Ill.—Two Fairbanks-Morse Motors and new steel spouting have been installed in the old Mahan Elvtr., now the property of T. F. Grady. The Decatur Construction Co. has also resided the cupola with steel and lowered the driveway for the new purchasers.

Springfield, Ill.—The scheme devised by Senator Kessinger of Aurora, for giving money to the public schools of the state by taking from the members of the boards of trade, by a tax on the futures, has met the approval of the Senate Com'te on Agriculture.

Trilla, Ill.—Fire destroyed the grain elvtr. of the Trilla Elvtr. Co., owned by Geo. Kizer of Mattoon, at midnight Apr. 3. About \$1,300 insurance covers the \$4,500 loss. The town has no fire department. The property was just acquired by Mr. Kizer last fall of the F. T. Moloney interests. No decision regarding rebuilding has been reached.

East St. Louis, Ill.—The 3,600-bbl. mill and the 500,000-bu. elvtr. of the Kehlor Flour Mills Co. became the property of the Marshall Hall Grain Co. on Apr. 20, at an approximate price of \$300,000. The properties will not remain idle, as it is rumored a separate company will be formed for their operation. P. T. Carr, president of the Kehlor flouring interests, has been dangerously ill of late.

Owaneco, Ill.—The Farmers Co-op. Ass'n will build a 30,000-bu. cribbed iron clad elvtr. with two legs driven by 20-h. p. Fairbanks-Morse Enclosed Motors, a Western Sheller and Cleaner operated by a 25-h. p. gas engine, and a Richardson 8-bu. Automatic Scale. Geo. Saathoff has the contract and will complete the house about June 15. The excavation for the foundation is well under way.

Quincy, Ill.—The milling capacity of the Knollenberg Mfg. Co. will be increased $\frac{1}{4}$ its present capacity. Wheat cleaning machines will also be added in the company's elvtr. Grover Jones has just acquired the interest of Phil Herr in the company. Mr. Jones has been with them for over a decade. The company operates elvtrs. at Perry Springs, Rock Creek and Ursa, Ill., and North River, Mo.

CHICAGO NOTES.

E. E. Tanner has been admitted to partnership in the firm of Vance & Co.

A Chicago Board of Trade membership sold Apr. 19 for \$8,000, net to buyer.

New office space was opened in the Austin Building Apr. 19 by F. S. Lewis & Co.

Dr. E. R. Patzig is now in charge of the grain and cotton departments of Charles Sincere & Co.

Edward Jerome Dies, a writer and head of an advertising and public relations organization, has been appointed administrative assistant to the president of the Chicago Board of Trade. Mr. Dies has for several years been associated with the exchange in legislative and other public relations matters.

Officers elected at the meeting of the Board of Trade Fellowship Club on Apr. 22 are: Doc Bacon, pres.; Joe Crilly, v.-pres.; Wm. J. O'Brien, Wm. Hall, Harry Johnson, Jas. O'Connell, James Scott, Art Weinert, Tony Otto, Jack O'Connell, and Con O'Conner are the directors and Wm. B. Fenton the financial sec'y.

Fire, starting just before midnight on Apr. 22, razed the old, wooden, 2,000,000-bu. elvtr. and annex belonging to the Keith estate. It was under lease to the Grain Marketing Co. and in it at the time were 1,923,837 bus. of oats, and 129,419 bus. rye, owned by various share-holders. All grain was fully insured by a joint policy in the Underwriters Grain Ass'n. Mr. Pettigrew of the latter organization has charge of the salvage. The elvtr. is not likely to be rebuilt.

INDIANA

West Union, Ind.—We may rebuild as there is no other elvtr. here.—L. J. Linebarger.

Owensville, Ind.—The Ford and Leonidas Garrett elvtr. was slightly damaged by fire recently.

Glenwood, Ind.—The farmers co-operative movement and elvtr. project fell flat and the acquired property sold to private parties.—X.

Petersburg, Ind.—Joseph D. Colvin, 82, engaged in the grain and feed business here for the past half century, died at his home Apr. 2.

Spikerville, Ind.—Wm. Mattern, mgr. of the Farmers Co-op. Elvtr. Co. is now the receiver of its affairs. The request for a receiver was made by seven of the directors.

Poneto, Ind.—The Poneto Grain Co. is making some improvements in its elvtr. and is replacing its old grinder with a large Bauer Motor Driven Mill placed by J. M. Bell.

Michigan City, Ind.—The Indiana Grain Dealers Ass'n will meet here on June 25-26 in the Hotel Spaulding. Michigan grain dealers have been invited to attend by Sec'y Chas. B. Riley.

Tipton, Ind.—The Windfall Grain Co. is being sued for about \$650 by the Townsend-Ward Commission Co. for failure to deliver 5,000 bus. of wheat in entirety which had been previously contracted for.

Clifford, Ind.—The elvtr. just purchased from the Clifford Co-op. Co. is being placed in first-class condition and the following side-lines added: stock feeds, coal, fencing and twine.—John M. Holder.

Rensselaer, Ind.—Thos. Samuels, formerly mgr. of the Farmers Elvtr. Co. at Lowell, has taken charge in a similar capacity for the Farmers' Elvtr. Co. here. O. E. Powell, who recently purchased the Benton County Grain Co.'s elvtr. at Raub, formerly officiated in this position.

La Crosse, Ind.—T. B. McDonald, of La Porte, Ind., who recently purchased the elvtr. property of Chatterton & Son, has leased the elvtr. to Arndt & Weinkauf of Hamlet, Ind., who will operate it in connection with their Hamlet elvtr. G. D. Jones, mgr. of the elvtr. for Chatterton & Son during the past 3 years, will likely locate in Ohio.—G. D. Jones.

Lake Bruce, Ind.—In regard to our fire loss here, the fire started at 3 a. m. Mar. 27 and the top of the house was in flames when first seen. It was a complete loss. About 800 bus. of oats and 125 bus. of corn was in the house at the time. The manager claims the safe door was bolted, but the safe door was open when the safe was examined and the knob on the door looked as though it had been knocked off. All books were burned, containing several hundred dollars' worth of accounts. We are undecided as to rebuilding. The elvtr. was built in 1914 by the Reliance Const. Co. and was insured for about 60% of its value.—F. J. Baird, Jordan & Baird.

INDIANAPOLIS LETTER.

The brokerage and commission house of H. N. Bell & Co. closed its doors recently.

The Indiana Millers Ass'n will hold its semi-annual meeting here on May 28 at the plant of the Bemis Bros. Bag Co.

The grain and commission business of Urmston & Son has been terminated and the former proprietors moved to Florida.

Charles B. Riley, sec'y of the Indiana Grain Dealers and Millers associations has been conducting local meetings throughout the state for the past two weeks. His last stops were at Seymour, New Albany, Huntingburg, Princeton, Evansville, Vincennes, Sullivan, and Terre Haute.

The membership of the Indiana Grain Dealers Ass'n has been swelled by the addition of the following: Zimmerman Casper Co., Decatur; Mexico Elvtr. Co., Mexico; Engeler & Smith Co., Poneto; Butler Mfg. Co., Butler; Wolf & Miller, Lakeville; E. N. Cook, Plymouth; Poneto Grain Co., Poneto; Hirsch Bros. Grain Co., Logansport; Miller Elvtr. Co., Pence; Lochiel Farmers Elvtr. Co., Cutler; Farmers Exchange, Inc., Warren; Farmers Equity Exchange, Van Buren.

IOWA

Riverton, Ia.—A Boss Air-Blast Car loader is to be installed by the Farmers Co-op. Co.

West Branch, Ia.—Slight fire loss was recently suffered in the H. L. Moore grain elvtr.

Tingley, Ia.—Yeggs entered the Farmers Union elvtr. on Apr. 17 and escaped with small loot.

Sheffield, Ia.—The \$1,500 lightning damage to our elvtr. is being repaired.—Farmers Inc. Co-op. Society.

Pleasantville, Ia.—There is no move being made to rebuild the S. E. Garrett elvtr. that burned last October.

Spirit Lake, Ia.—I am now the mgr. for B. B. Anderson & Sons, succeeding the late W. E. Becker.—H. A. Hardman.

Fernald, Ia.—The North Iowa Grain Co. of Mason City has bot the elvtr. of Hesson & Lynch, retaining C. Adkins as mgr.

Shannon City, Ia.—Thieves entered the plant of the Farmers Co-operative elvtr. and attempted to force the lock on the safe, but failed.

Lanesboro, Ia.—Lightning rods will be installed on both the elvtrs. of the Independent Elvtr. Co. and on manager R. A. Maarsnigh's home.

Hornick, Ia.—The R. M. Van Ness Construction Co. has the contract for the construction of a new cribbed elvtr. to be erected here for S. A. McMasters.

Oakville, Ia.—C. A. Johnson has purchased the interests of J. C. Hendershot and Harry Wickham and is now sole proprietor of the Oakville Grain Co.

Eagle Grove, Ia.—Henry Orre, an employe of the Farmers elvtr., slipped from a step ladder and broke a small bone in his ankle recently while oiling some machinery.

Blairstown, Ia.—The Farmers Grain Co. has secured J. H. Nie as mgr. of the elvtr. and coal yards to succeed L. M. Retter, who resigned after seven years' service.

Moulton, Ia.—I need more room for my lumber yard and expect to tear down my elvtr. I will not go out of the grain business but will handle shipments from trackage.—R. B. Carson.

Brooklyn, Ia.—The grain, coal and lumber business of the Stokely Grain Co. is now the property of H. C. Light & Son. The purchasers were formerly owners of these properties.

Ringsted, Ia.—Work is well under way on the new office building for the Farmers Elvtr. Co. The old house has been sold and the new is to be 24x28 ft., and is being built of vitrified clay bricks.

Hayfield, Ia.—We will rebuild our 40,000-bu. annex and buy some lumber for the cribbing. We are going over our line of houses and making minor repairs.—Leland C. Miller, mgr. North Iowa Grain Co., Mason City.

Newton, Ia.—Denniston & Partridge installed lightning rods on their Aspinwall, Perry and Linden elvtrs. and will install similar protection on their Linden and Reasnor elvtrs. A new roof will also be put on at the latter station.

Irrington, Ia.—The Farmers Co-op. Ass'n's elvtr. was struck by lightning on Apr. 13, and along with the detached office was demolished. There was about 12,000 bus. of oats and 2,000 bus. of corn in the house at the time. The loss is estimated at \$20,000; insurance \$4,000.

Des Moines, Ia.—We have been operating the 250,000-bu. Taylor & Patton elvtr. here since Nov. 1. The plant of the Iowa Corn Products Co. is not being operated as yet and the corporation is in the hands of the receiver. The Taylor & Patton Co. had operated this elvtr. for a period of about eight months ending in October of 1924. The Iowa Corn Products Co. went bankrupt in 1923.—J. D. Kent, Des Moines Elvtr. & Grain Co.

Des Moines, Ia.—Sale of the Falcon Mfg. Co.'s elvtrs. and milling property to a new corporation to be known as the Falcon Mills Co. was announced on Apr. 20. The milling company has been in the hands of a receiver. The consideration for the transfer of the property was the new concern's assuming some \$182,000 of obligations of the older firm, it is understood. The new corporation assumed immediate control. The officers will be the same, C. D. Hellen being president and E. R. McDonald the mgr.

KANSAS

McLains, Kan.—The Farmers Elvtr. Corp. is constructing an oil house.

Ottawa, Kan.—Geo. B. Ross was elected mayor here. He operates the Ross Mfg. Co.

Lane, Kan.—The holdings of the Lane Co-op. Elvtr. Co. will be disposed of shortly.

Sabetha, Kan.—The Farmers Co-op. Ass'n will provide lightning protection for its elvtr.

Wichita, Kan.—A charter has been granted the Carroll Grain Co., incorporated for \$10,000.

Dighton, Kan.—The Farmers Co-op. Elvtr. & Merc. Ass'n is adding another room to its office.

KANSAS CORN

WIRE US FOR PRICES DELIVERED

Goffe & Carkener, Inc.

GRAIN MERCHANTS

Kansas City, Mo.

Write Us for Daily Card Quotations

Solomon, Kan.—The Shellabarger Mill & Elevator Co. suffered slight fire loss on its elevator on Apr. 2.

Mayfield, Kan.—The Hunter Mill Co. suffered a small damage loss to its elevator by fire on Apr. 7.

Attica, Kan.—R. D. Ely has been succeeded as mgr. of the Attica Grain & Elevator Co. by A. N. Black.

Wichita, Kan.—The Red Star Mill Co. will install several Globe Combination Truck and Wagon Dumps in its elevators.

Moline, Kan.—T. B. Monical of Winfield is now the mgr. of the Farmers Mill & Supply Co., succeeding J. W. White.

Solomon, Kan.—The Hoffmans, of Enterprise, owners of the Santa Fe elevator, have leased the Farmers elevator here.

Hudson, Kan.—The elevator capacity of the Stafford County Flour Mills is being increased with new storage tanks to 40,000 bus.

Solomon, Kan.—J. W. Neil is looking after the business of the Farmers elevator, Geo. W. Lank having resigned his position as mgr.

Elmo, Kan.—The Elmo Farmers Union Business Ass'n tore down their lumber warehouse and are building an addition to Elevator No. 1.

Russell, Kan.—Wm. A. Chenoweth has purchased the J. A. Mehler Mercantile Co.'s grain, coal, and feed business and will take possession June 1.

Wichita, Kan.—The offices of the Edward Kelly Grain Co. and the Imperial Flour Mills Corp. will be located in the new mill building after May 1.

Potwin, Kan.—C. R. Johnson sold his elevator, coal, rock and sand business and buildings to C. T. Laird. Mr. Johnson has retired from the grain business.

Moundridge, Kan.—The Moundridge Mill Co. will increase the daily capacity of its plant from 350 to 600 bbls. Contract for the equipment has been let.

Marietta, Kan.—The Marietta Stock & Grain Co. accepted bids on the new elevator to be erected for them up until Apr. 20th. The contract is to be let today, Apr. 25.

Great Bend, Kan.—Fred Poole, formerly connected with the Larabee Flour Mills Corp. and the Kansas Flour Mills Co. as head miller, has of late become superintendent of the Walnut Creek Mill Co., succeeding Nick Smith, who recently retired.

Runnymede, Kan.—The Farmers Elevator, formerly managed by L. B. Sage, is not now in operation. It is in litigation on account of the failure of the bank. They may regain control. The W. L. Botkin & Son elevator has recently been overhauled.—X.

Caldwell, Kan.—An early fire on Apr. 18 destroyed the 25 year old Caldwell Mill & Elevator Co.'s properties at a loss of \$75,000. D. F. Nossman, J. E. Damon (sec'y-mgr.), and the Chaffin estate are the losers. Stocks in tanks and the warehouse were saved, as was the office equipment and records.

Copeland, Kan.—The elevator being built for the C. D. Jennings Grain Co. of Hutchinson, is of concrete. It is one round tank 30x100 ft. with concrete leg well and pit 6x8 ft. on the outside. The pit is 30 ft. below the driveway floor. The cupola will carry over 6 ft. on top of the tank, making the cupola 12x8 ft. The dump sinks, two of them, will hold 2,000 bus. of grain each. The driveway will be of concrete as will the engine room. A 10-h.p. engine will be installed and a Globe Dump in the driveway. A 4-bu. Richardson Scale will be placed in the cupola. Am ready to pour the roof on the tank now. This elevator is standing with the driveway next to the railroad on account of the loading-out spout, which if set the other way would have to pass thru this big tank. The old C. D. Jennings Grain Co.'s 10,000 bu. iron-clad elevator here is idle.—Paul Schille, Box 48.

HUTCHINSON LETTER.

The grain storage addition erected for the Wm. Kelly Mill Co. is completed.

C. D. Jennings Grain Co. will install several Globe and Trapp Dumps in its elevators this spring.

Geo. Douglas has relieved C. A. Wollard of his duties in the local Kansas State Weighing and Inspection Department.

J. B. McClure is now superintendent of schools at Lincoln, Kan. He formerly was engaged in the grain business here.

Globe Combination Truck and Wagon Dumps are being installed in the elevators of the Larabee Flour Mills Corp. at Rome, Macksville, Ferguson, Goddard and Byers.

SALINA LETTER.

J. F. Hall has resigned as mgr. of the Weber Flour Mills Co. effective July 1.

Jack Carrigan is now in charge of all B. C. Christopher & Co.'s branch offices with headquarters here. Mr. Carrigan is succeeded as branch mgr. here by Fred W. Elder of Hastings, Neb.

Jack Lynch, 33, owner-manager of the J. Lynch Grain Co. and one of the organizers of the original Weber-Freeman Mill Co., died in New York City Apr. 14 of sarcoma, from which he had suffered in the past.

We are now starting the construction of a new fireproof warehouse that will accommodate 50-carloads. We are also building a new all fireproof wheat tempering and cleaning elevator. The building program contemplates the expenditure of \$80,000-\$100,000 and will make our plant fireproof thruout as well as one of the best equipped plants in this state.—J. B. Smith, gen'l mgr., Shellabarger Mills & Elevator Co.

KENTUCKY

Winchester, Ky.—William H. Hodgkin, 87, died at his home after a short struggle with pneumonia. He was a member of the grain and feed firm of Martin & Hodgkin.

Eminence, Ky.—Fire originating in the roof of the Eminence Mill Co.'s plant at the point where the dust was discharged caused \$125,000 loss. Some 60,000 bus. of grain in six tile tanks adjacent to the elevator was ruined by the water, heat and smoke. The plant was being operated at the time. The company recently incorporated for \$200,000.—PJP.

Paris, Ky.—B. M. Renick has just recently relinquished ownership of the century-old Paris Mill, one of the oldest and largest in the state, on account of ill-health. The former sec'y of the Kentucky Millers Ass'n has had an interest therein since 1897 and became sole owner in 1917. The sale price is reported at \$100,000. The new possessors are S. H. Kash and W. W. Quicksall, of Lexington, Ky., and Jas. Drake of Campton, Ky. Mr. Kash has been connected with the company for the past 7 years.

LOUISIANA

Crowley, La.—I am re-entering the grain trade after several years from its folds, but this time for myself and under my own name. I was formerly connected with the Nutriline Mill Co. and later with the Louisiana Grain Co.—C. W. Lyman.

Shreveport, La.—Pouring of cement on the 8 large storage tanks of the new plant being erected for the Shreveport Mill & Elevator Co. at Cedar Grove, has been completed. The large hay warehouse has been finished and the grain warehouse will be complete in a few days. The warehouses are 60x200 ft. and 60x150 ft., respectively.

MARYLAND

Baltimore, Md.—Thomas Johnston is still confined. He sustained injuries from a fall earlier this month.

Baltimore, Md.—E. Steen & Bro. were awarded first choice of tables at the annual auction of grain sampling stands held Apr. 6.

Hampstead, Md.—The elevator and flour mill of the Malko Mill & Ltg. Co. is now the property of Frank Switzer, who purchased them from the receivers for \$40,500.

Hagerstown, Md.—The liabilities of the Reed Grain & Mill Co. have been listed at close to \$160,000 and the assets about \$20,000 with open accounts close to \$100,000. Wheat speculation is reported to be the cause forcing the concern into bankruptcy.

MICHIGAN

Maybee, Mich.—Liedel & Sons are erecting 4 tile tanks and a wooden head house, designed by L. J. McMillin.

Michigan grain dealers have been invited to meet with the Indiana Grain Dealers Ass'n at Michigan City on June 25-26. The Chamber of Commerce will conduct a trip thru the state penitentiary for the benefit of the visitors.

Jamestown, Mich.—Lightning set fire to the elevator of the Farmers Co-op. Elevator Co. on Apr. 14 and the plant burned to the ground causing a \$20,000 loss. It was well covered with insurance and will immediately be rebuilt. D. E. Smallegan is mgr.

Lansing, Mich.—The annual convention of the Michigan Hay & Grain Ass'n is scheduled for July 27th at the Hotel Tuller, Detroit. This will give receivers and shippers from other states an opportunity to attend our convention and leave that night or early the following morning for the National Hay Convention which is to be held at Cedar Point, Ohio, July 28-30 inclusive. The trade is extended a general invitation.—T. J. Hubbard, sec'y-treas.

MINNESOTA

Waldorf, Minn.—A detached office building is going up for the Farmers Elevator Co.

Conger, Minn.—The name of the new mgr. of the Speltz Grain & Coal Co.'s elevator is M. Johnson.

Morton, Minn.—A defective wire caused a small blaze to break out in the plant of the Farmers Elevator Co.

Cloquet, Minn.—Operations have been resumed at the Cloquet mill, which has been shut down all winter.

Holloway, Minn.—Henry Einerson is now the ass't mgr. of the Holloway Farmers Co-op. Elevator Co.'s elevator.

Olivia, Minn.—The Empire Elevator Co. will install a Globe Combination Trunk and Wagon Dump in its elevator here.

Duluth, Minn.—A costly dust collection system has been installed in the Occident Terminal Co.'s terminal elevator here.

Raymond, Minn.—The Farmers Elevator Co. has purchased a portable type dump from Lord's Universal Truck & Wagon Dump Co.

Brooten, Minn.—The Farmers Elevator Co. has installed 2 stationary type dumps purchased from Lord's Universal Truck & Wagon Dump Co.

Hector, Minn.—The Farmers Exchange has installed a Globe Dump and the Hector Co-operative Milling Co. is installing a Trapp All Steel Dump.

Jordan, Minn.—A receiver has been appointed for the Equity Exchange. The elevator is said to have cost \$25,000 and then they found they didn't own it.

Amiret, Minn.—We expect to build a 7-bin, 15,000-bu. capacity rapid transit house in the near future.—Wm. Van Sadillroff, mgr., Amiret Farmers Elevator Co.

Marshall, Minn.—We have installed a new attrition feed mill in our Great Northern house in place of the old roller mill.—F. H. Colby, mgr., Farmers Elevator & Mill Co.

Hayfield, Minn.—The burned Sunwall Independent Elvtr. will be replaced. The fire was reported in the last number. A larger feed mill unit has been rushed to completion and the machinery installed.

Melrose, Minn.—The Independent Grain Co. of Minneapolis expects to take over the milling property here and conduct a general milling and feed grinding business, besides furnishing this city with electricity.

Paynesville, Minn.—The Paynesville Mill & Elvtr. Co. has re-organized and the properties re-opened. The firm ceased operations Jan. 1. Albert Bork is now pres.; Edwin Manz, vice-pres.; Julius Otto, treas.; and C. W. McGaffey, sec'y and mgr.

Waseca, Minn.—The rapid growth of the Everett, Aughenbaugh & Co. mills, a 45-year-old partnership, has led the concern to incorporate and to select general offices in Minneapolis, where it will locate about June 1. No change in ownership or management occurs other than that portions of the stock are being purchased by the concern's department heads.

Morgan, Minn.—Extensive improvements, including installation of a large scale and dump and a new leg, is planned by the Morgan Farmers Elvtr. Co. on its plants here. The cost will run between \$3,000 and \$4,000. A contract has already been let to the T. E. Ibberson Co. The directors are undecided whether to paint the plant again or to have it resurfaced with metal.

MINNEAPOLIS LETTER.

The Andrews Grain Co. plans to install several Globe and Trapp Dumps in its line of elvtrs. this spring.

Cargill Elvtr. Co. is installing Globe Combination Truck and Wagon Dumps in its elvtrs. at Johnson, Hancock, Claremont and Litchfield. Other installations are also planned.

The Monarch Elvtr. Co. is installing Globe Combination Truck and Wagon Dumps in its elvtrs. at Climax, Hawley, Pipestone, Nassau, Danvers, Holland, Beardsley and Maynard.

H. A. Murphy has just been elected president of the Minneapolis Grain Shippers Ass'n. W. J. Russell is the new vice-president and James A. Gould was re-elected secretary-treasurer.

W. D. McClean has listed his liabilities at \$506,693.99 in a voluntary bankruptcy petition filed at Dayton, O. His firm was known as the United States Cereal Co. The plant is now idle.

Daylight saving time will be used on the trading floor of the Minneapolis Chamber of Commerce beginning Apr. 27, the time for opening and closing thus being moved forward one hour.

The Russell-Miller Mlg. Co. has increased its capital stock from \$6,000,000 to \$12,000,000 to facilitate future expansion. The company is a North Dakota Corporation and controls a line of elvtrs.

MISSOURI

Springfield, Mo.—The elvtr. being built for the Holland O'Neal Milling Co. is well under way.—X.

Charleston, Mo.—The Mississippi County Elvtr. Co. is moving its offices to the Charleston Mlg. Co.'s office.

Pattonburg, Mo.—We recently lost our mill by fire, but expect to rebuild a new feed mill at once.—Green-Tooley Mill & Elvtr. Co.

Boonville, Mo.—We will soon build a 7,000-bu. capacity concrete elvtr. to replace the one that burned.—H. A. Renken, mgr. Farmers Elvtr. Co.

Platte City, Mo.—Samuel Keyer now owns the idle 300-bbl. mill and 40,000 bu. elvtr. of the Northrup Mlg. Co. The purchaser owned the mill at Parkville, Mo., that burned some time back.

Ozark, Mo.—The Hawkins Bros. Mlg. Co. has built on the site formerly owned by the Ozark Water Mills. The buildings include an elvtr., flour mill and warehouse.—X.

Fairfax, Mo.—A movement among the local business men anticipates the erection of a grain elvtr. here, provided enough stock can be sold to finance the project. An elvtr. burned here this January.

Windsor, Mo.—Finis Miller, owner of the elvtr. now leased by and operated as L. W. Lingle & Co., has traded this property to M. A. Hensley for a farm. Mr. Lingle will continue to operate the house.

Palmyra, Mo.—The People's Mill was purchased for the second time by Yeager Bros. & Schaffer for \$3,575. H. A. Yeager bid in on the same property a week previous for \$1,800, but J. L. Plowman, referee in bankruptcy, refused confirmation of the sale.—P. J. P.

Platte City, Mo.—Artie Fleming replaced J. W. Roberts as mgr. of the Platte City Co-op. Elvtr. Ass'n on Apr. 1. Mr. Roberts has been mgr. since the ass'n was organized four years ago and now retired to his farm, his resignation being final. Mr. Fleming has been mgr. of the Farley elvtr.

Carthage, Mo.—Fred Whitehead, an employe of the Morrow-Kidder Milling Co., recently suffered a broken wrist and severe lacerations when his clothing caught in a line shaft in the mill. The machinery tore off most of his outer clothing. He was immediately taken to the Carthage hospital.—P. J. P.

Palmyra, Mo.—Thieves blew the safe door of the vault of the Farmers Elvtr. & Exchange Co. in the early morning Apr. 1. Besides valuable papers, \$306 had been placed therein for safe keeping. The building was entered from the rear, tools for the invasion being obtained from a section-house along the Burlington tracks.

KANSAS CITY LETTER

The grain and stock brokerage offices of J. S. Bache & Co. will be moved May 1 to a new location.

Kansas Flour Mills Co. will install several Globe Combination Truck and Wagon Dumps in its elvtrs. this spring.

Reynier Van Evera will be the sec'y of the American Corn Millers Federation after May 1. The headquarters of the organization will be in the Victor building here.

The Kansas City Board of Trade is to offer a silver loving cup as a trophy to the best marksman among some 2,000 boys expected at Ft. Leavenworth in the late summer.

Commencing Apr. 27, daylight saving time will be used on the floor on the Kansas City Board of Trade, the time for opening and closing thus being moved forward one hour.

We are indebted to sec'y W. R. Scott of the Kansas City Board of Trade for a copy of its annual Statistical Report for the year 1924, containing among other things a list of the membership.

Erwin R. Jessen has applied for membership in the Kansas City Board of Trade on transfer from the Eugene J. Gissler Estate. The membership sold for \$10,000, just \$750 in advance of the previous sale.

The Nelson Grain & Milling Co. plant here has been sold to Thompson Hayward Chemical Co. for approximately \$85,000. The chemical concern takes possession May 1. The manufacture of cornmeal and feeds by the old owners will probably be conducted elsewhere.

Benton Grain Co. has been incorporated to buy and sell grain and grain products and other agricultural products, by C. H. Benton, Cort Addison and L. A. Patterson.—P. J. P. (The incorporators were previously engaged in the grain business here as the Addison-Benton Grain Co.)

The following com'te has been appointed by Pres. Gamage to arrange for the entertainment of the Grain Dealers National Ass'n's annual convention scheduled to be held here Oct. 12-14; L. A. Fuller, chairman; B. C. Moore, B. L. Hargis, W. C. Goffe, F. C. Hoose and F. B. Godfrey.

The C. & A. railroad will soon start construction of a large grain elvtr. with an initial capacity of 1,000,000 bus. for the Kansas Wheat Growers Ass'n. It will cost \$475,000 and will require 5 months to complete. The first unit will be rushed to completion in time for the August wheat crop.—P. J. P.

The addition of 24 concrete tanks of 750,000 bus. capacity will bring the total of the Southwestern Mlg. Co.'s Inc. plant to 2,500,000 bus. The recently awarded contract calls for the construction of a conveyor belt bridge connecting with the present head-house. James Stewart & Co. were awarded the contract.

Plans have been nearly completed for adding another story to the northwest portion of the Kansas City Board of Trade Bldg., in which to install protein laboratories for the Missouri and the Kansas State Weighing & Inspection departments. The combined laboratories are expected to be the largest in the country. The space to be occupied will be 46x76 feet and will be ready before heavy movement of the new crop. Roy B. Monier is chief inspector of the Missouri department and G. B. Dalton, of the Kansas department.

ST. LOUIS LETTER

J. M. Adams and Chas. D. Calverley have applied for membership on the St. Louis Merchants Exchange.

Commencing April 27 the Merchants Exchange will operate on Daylight Savings Time, one hour earlier than Central Standard Time.

Owing to the recent deaths of the two men who gave their names to the Moffit-Napier Grain Co., the firm will discontinue business as of May 15.

The safe of Luehrmann Hay & Grain Co. was "touched" for \$20 recently. A sign bearing the words "No Money Here" hung on the door was ineffective.

H. G. DePew will remain in charge of the Central "B" elvtr. to be transferred to the Ralston Purina Co. by the J. H. Teasdale Commission Co. on May 1.

Philip Rothrock, federal grain supervisor for this district, was the principal speaker at the dinner held here by the St. Louis Grain Club. W. B. Christian was appointed financial sec'y to fill out the unexpired term of the late E. J. Gissler.

Jack Whiteside will handle the grain and seed salvage from the burned elvtr. and warehouse of the Plant Seed Co. About 40 or 50 cars of grain, mostly corn, will be salvaged and handled at the Midwest Elvtr., Chicago, operated by Frank J. Delany.

MONTANA

Great Falls, Mont.—The holders of storage tickets of the bankrupt Montana Grain Growers will be paid 7% dividend this month by the receiver, C. A. Whipple. Creditors will receive a 4% dividend. Another pool of the same name is now in existence.

NEBRASKA

Hastings, Neb.—The Nebraska Wheat Growers Ass'n operates the Nye Schneider Jenks Co. elvtr. here.—X.

Blair, Neb.—Rivett Lumber Co., of Omaha, has purchased the holdings of the Crowell Lumber & Grain Co. here.

Omaha, Neb.—Sincere regret was extended O. H. Gibbs of the Albers Commission Co. on Apr. 20 when he lost his mother.

Stromsburg, Neb.—J. O. Welch, of Milford, will take the place of mgr. R. O. Andrews, who resigned, in the Farmers elvtr. here.

Tilden, Neb.—H. C. Leurs, of Ithaca, recently purchased the elvtr. and grain business of the Tilden Grain Co. here. He will take possession May 10.

Bradshaw, Neb.—I have no definite plans for the future at this time, since I sold my elvtr. to P. F. Steinberg, who takes possession May 5.—C. L. Gilbert, Gilbert Grain Co.

Humphrey, Neb.—The Farmers Co-operative Lumber & Grain Co. has contracted with the R. M. Van Ness Construction Co. for the erection of a new 25,000-bu. modern, cribbed elvtr.

Utica, Neb.—A small 15,000-bu. capacity elvtr. is being built in connection with the mill of the Utica Mill Co. and will be ready for operation in about a month. The Geo. F. Hurlburt elvtr., which burned about a year ago, was not rebuilt.—X.

Primrose, Neb.—I will not engage in the grain business any more. Have moved to Spaulding, Neb.—F. W. Kusek. (Mr. Kusek was formerly mgr. of the Farmers Elvtr. Co. here.) Jos. A. Voboril is the new manager's name.—Farmers Elvtr. Co.

Polk, Neb.—The Farmers State Bank has filed an answer to the charges in the involuntary bankruptcy case of the Farmers Grain & Stock Co., repeating the conspiracy charges made concerning the complaining stockholders and Mgr. L. O. Glad and asking dismissal of the case. It claims the company is solvent and the stockholders' charges unprovable.

Stamford, Neb.—O. E. Westerberg, who was reported in the last issue to have been making repairs and installations in his elvtr. here, bought the house from Geo. Austin, of Orleans, who in turn purchased the property at auction for \$4,550. The plant was formerly known as the Stamford Equity Exchange. (I may put in some new machinery soon.—O. Westerberg.)

Lincoln, Neb.—In order to avoid the injunction still standing against the Nebraska Grain Dealers Ass'n, grain elvtr. operators of the state may organize the Radio Markets of Nebraska. Grain elvtr. operators need better radio receiving sets and more helpful market information at frequent intervals. The operators have so many things in common that they would profit largely by working together.

Bridgeport, Neb.—The new 10,000-bu. cribbed constructed elvtr. for Dunlap & Dove Co. has been completed by the contractor, R. M. Van Ness Construction Co. It is equipped with motor power, electric lights, Richardson Automatic Scale, Van Ness Overflow Distributor, manlift, a truck scale and various other equipment. A warehouse for handling feed, flour and seed has also been constructed and sided with galvanized iron, asbestos roofing and lightning rods for fire protection.

NEW ENGLAND

Lowell, Mass.—The \$50,000 fire just suffered by the Ryan Grain Co. is the second within a month; incendiarism is suspected.

Manchester, Conn.—O. E. Bailey is building a new 40x100 ft. wood warehouse on a concrete foundation to house his grain business.

Cambridge, Mass.—Charles Henry Fairbanks died at his home in South Acton on April 15, at the age of 73.—For 40 years he was mgr. of the J. Cushing Grain Co. here.

Middletown, Conn.—Frank A. Coles, president of the Coles Co., grain, feed and flour dealers, died here after prolonged illness caused from a taxicab accident in New York City.

Boston, Mass.—Walter J. Buckley, associated with the grain export and forwarding business of J. E. Southworth, died at his home in Newton on Apr. 15. He was a member of the Boston Grain & Flour Exchange.

Boston, Mass.—Joe. G. Green, Jr., continues as inspector of the grain inspection dept. of the Boston Grain & Flour Exchange. This dept. was formerly conducted as a function of the Boston Chamber of Commerce.

Boston, Mass.—The membership limit of the Boston Grain & Flour Exchange of 200 has been reached and the "waiting list" is growing. Associate memberships without the trading privileges are now being issued, in accordance with the rules of the association.

NEW JERSEY

Paterson, N. J.—Meyer & DeVogel suffered approximately \$100,000 loss Apr. 9 when fire demolished their grain elvtrs. and stock within.

NEW YORK

Gasport, N. Y.—Fire destroyed the Gasport Roller Mills Apr. 17 at a loss of \$10,000.

Bergen, N. Y.—J. R. Rogers of Spencerport now owns the Genesee Valley Flour Mfg. properties, Mrs. A. R. Butcher having relinquished her interests therein.

BUFFALO LETTER.

John Olmstead is on an ocean cruise to the West Indies. He is connected with the Niagara Falls Mlg. Co.

Chas. F. Strasmer, formerly superintendent of the Connecting Terminal Elvtr., died here Apr. 13 at the age of 63 years.

E. M. Husted has returned from Algiers. He is associated with the Superior Elvtr. Co. and is president of the Corn Exchange.

The General Mlg. Co. will not rebuild its burned mill. The firm's warehouse is being reconditioned to handle an increased wholesale jobbing and storage business.

The Monarch Engineering Co. has been awarded the superstructure contract for the 1,250,000-bu. Saskatchewan Co-op. Elvtr. Co.'s terminal here. The substructure is about complete.

A new issue of \$900,000 first mortgage 7% serial gold bonds at par has been offered by the Marine Elevator Co. The proceeds from this and the \$370,000 common stock will be used to finance the erection of the 2,000,000 bus. reinforced concrete terminal now under construction.

The members of the Buffalo Corn Exchange held their election and meeting Apr. 14. The three directors chosen at that time to serve three years and to elect the officers of the exchange are F. F. Henry, Lloyd Hedrick and Harry T. Burns. The re-elected officers are: E. M. Husted, pres.; W. J. Heinold, v. p.; W. E. Townsend, treas., and Fred E. Pond, sec'y and ass't treas.

The recently idle Clover Leaf plant of the Arcady Farms Mlg. Co., which includes the 250,000 bu. Cloverleaf Elvtr., is now the property of the Eastern States Farmers Exchange of Springfield, Mass. Operations will be resumed May 1. C. B. Lee, formerly connected with the Maple Flakes Mills, Inc., will be in charge here.

NEW YORK CITY LETTER.

Wm. H. Kipp, aged 79, formerly a member of Samuel M. Bowne & Co., died recently.

The general offices of the H-O Cereal Co. have located here, having moved from Buffalo.

Application for membership in the Produce Exchange has been posted for Harry H. Langenberg of St. Louis. Paul W. Rahbek-Jansen has also applied. Newly elected members include Geo. R. Roys, Floyd D. Crosby and Harold Tweeden.

The recent deaths of Thos. Whalen and Thos. Walsh, members of the Produce Exchange for 18 and 25 years, respectively, has caused deep regret. They died within a half hour of each other and both asked for the other before passing away.

Walter Trappe is back on the floor. The Norris Grain Co.'s representative has been ill for the past three months with typhoid fever. James Norris, the head of the company, came on from Chicago to take charge during the forced absence of Mr. Trappe.

John P. Truesdell, aged 79, a member of the receiving and exporting firm of Tefft & Truesdell, later known as Tefft, Truesdell & Feld, died late last month. He was one of the elder members of the Produce Exchange, having held a membership therein for over a half-century.

NORTH DAKOTA

Amenia, N. D.—Fire recently damaged the grain sheds of the Amenias Seed & Grain Co. here.

Loma, N. D.—We plan on rebuilding our elvtr. here.—M. Lockhart, agt., Woodworth Elevator Co.

St. Thomas, N. D.—The Monarch Elvtr. Co. is installing a Globe Truck Dump in its elvtr. here and at Roseville.

Harvey, N. D.—The name of the Harvey Farmers Co-op. Ass'n is now the Farmers Elvtr. Co. Carl Neubauer is the mgr.

OHIO

Sterling, O.—Two scoop-shovelers operate here.—A. C. Moine, Sterling Milling Co.

Newark, O.—A scoop-shoveler operates here.—F. A. Hulshizer, Hulshizer Milling Co.

Bradner, O.—The elvtr. which I sold some time ago has been closed.—C. H. Kortier.

Hilliard, O.—Our post office address has been changed from Hayden to Hilliard, O.—W. M. Latham.

McClure, O.—Motor power now replaces the steam boiler formerly used by the McClure Elvtr. Co.

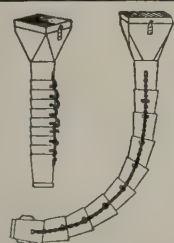
Buck Eye City, O.—Four scoop-shovelers are operating here.—E. M. Wander, Twin City Farmers Exchange Co.

Rosewood, O.—The Rosewood Grain Co. has increased its capital stock to \$30,000.—Geo. E. Stephenson, mgr. Rosewood Grain Co.

Dawson, O.—The elvtr. formerly operated here by C. H. Grim has been purchased by the C. C. & St. L. railroad, to be torn down.

Thackery, O.—Extensive repairs have been made on the elvtr. bought recently by the Shepard Grain Co. from Niswonger & Billhimer.

Cincinnati, O.—All the track scales under the jurisdiction of the weighing department of the exchange are to be tested by the federal Bureau of Standards.



Loading Spouts

Grain Spouting

Immediate Shipment

American Machinery & Supply Co.
Omaha, Nebr.

Howe Scales

Kewanee Dumps

Lima, O.—Hyman & Ackerman, operators of an elvtr and a seed warehouse here, was recently incorporated. The name is now The Ackerman Co.

Jackson, O.—The Peters Mlg. Co.'s plant was struck by lightning on the morning of the 21st and totally destroyed at a loss of \$30,000; fully insured.

Toledo, O.—The Ohio Grain Dealers Ass'n will meet in the new Chamber of Commerce building here. The dates are June 23rd and 24th.—S. L. Rice, pres.

Harpster, O.—The Hocking Valley is double-tracking thru here and we will be obliged to move our 18,000-bu. elvtr. 8 feet.—Homer C. Wood, Harpster Grain Co.

Dayton, O.—W. D. McClean, late of Minneapolis, listed \$506,693.99 total liabilities in a voluntary bankruptcy petition filed here. His firm at Minneapolis was known as the United States Cereal Co.

Warsaw, O.—L. D. Bowers now holds John T. Bowers' former interests in the Johnson & Bowers elvtr., known locally as the Warsaw Grain Co. Chas. D. Johnson is the other partner.—Warsaw Elvtr. Co.

Alpha, O.—A suit for \$32,000, charging lightning struck a high voltage wire and consequently set fire to its buildings last fall, has been brought by the Alpha Seed & Grain Co. against the Dayton Power & Light Co.

Wakeman, O.—Fire, which broke out at the Wakeman Elvtr. & Mlg. Co. Apr. 7, threatened for a time to destroy the large elvtr. and its contents, but was extinguished by a volunteer bucket brigade. Damage was estimated at \$300.—C. W.

Van Wert, O.—The hay barn of W. B. Frisinger, which was used for storing hay and straw for the Rockford Co. and the Little Elevator, was totally destroyed by fire on Apr. 8. No insurance was carried on the contents and only a small amount on the building. The estimated loss is \$5,000.

Bellevue, O.—C. R. Callaghan was elected pres. of the Double-O Mlg. Co. at a meeting of the board of directors on Apr. 15, succeeding John M. Orebaugh, of Norwalk, who resigned to promote a Lake Erie real estate venture. The concern does a feed grinding, grain and hay business at this point.—C. W.

Cincinnati, O.—D. W. Hopkins, chairman, Robert L. Early and August Fergor have been appointed by Pres. Frank L. Watkins of the Cincinnati Grain & Hay Exchange, to comprise a radio com'lite. They will co-operate with one of the local broadcasting stations in broadcasting authentic market news from this terminal.

Spencer, O.—The Spencer Equity Exchange Co. has remodeled its northside elvtr. into a modern feed plant and has installed new equipment thruout. J. M. Bell had the contract. J. G. Troester made the plans for the remodeling, which was supervised by Chas. Loudonback. A 24-in. M. D. Bauer Attrition Mill, Bauer Giant Crusher, Eureka Ton Batch Mixer and Magnetic Separator, a sheller and several motors were installed. Mill feeds will be purchased in carlots and stored on the upper floors by means of a traveling conveyor. A. H. Fuller is mgr.

Cincinnati, O.—The idle, wooden 100,000-bu. Clifton Springs Distilling Co.'s grain elvtr. at Northside, on the B. & O., is now the property of The Early & Daniel Co., grain and hay shippers and receivers. The \$20,000 transfer took place just of late. The company has also announced plans for the erection of a 1,000,000-bu. public terminal adjoining its present 400,000-bu. Fairmount terminal on the C. H. & D. R. R., to be operated under the Federal Warehouse Act. The contract, which was awarded the R. C. Stone Engineering Co., calls for the erection of 30-112x27 ft. bins at a cost of close to \$250,000.

Mansfield, O.—Lantz Bros. Milling Co., whose plant was destroyed by fire on Mar. 27 with a loss approximating \$35,000, has resumed operations in the Martin & Conn elvtr. here. Salvage from the burned elvtr. has been disposed of and rebuilding operations on the old site have been started. J. A. Lantz and Harry W. Lantz, members of the concern, state the new mill is expected to be in operation by the harvest season.—C. W.

OKLAHOMA

Lahoma, Okla.—The Enid Milling Co., suffered slight tornado damage recently.

Washington, Okla.—Fire partially destroyed the stock in the warehouse of the Midland Flour Milling Co. recently.

Crescent, Okla.—W. E. Johnson recently opened the elvtr. of the Guthrie Cotton & Grain Co. here. He is local mgr.

Deer Creek, Okla.—The Larabee Flour Mills Corp. is installing Globe Truck and Wagon Dumps in its elvtr. here and at Canton.

Yukon, Okla.—C. F. Dobry, vice-president and superintendent of the Yukon Mill & Grain Co. lost his son from pneumonia recently.

Oskaloosa, Okla.—The Dobbs Elvtr. has been leased by Geo. M. Casebier, who will operate this house in conjunction with his own properties here.

Headrick, Okla.—F. M. Ford, J. F. Knox and J. W. McAskill have incorporated the Farmers & Merchants Gin, Mill & Trading Co. with capital stock of \$20,000.

Okeene, Okla.—H. G. Lungaard has accepted the managership of the Okeene Mlg. Co. He is succeeded as mgr. of the Atoka Mlg. Co., at Atoka, by F. T. Statler.—Harry Lungaard.

Nash, Okla.—The roof of the elvtr. was blown off by the recent heavy winds, even a section of the composition part, however, no fire resulted.—E. T. Little, local mgr., Enid Mlg. Co.

Sentinel, Okla.—I recently purchased the Clinton Milling Co. elvtr. at this point. This adds to the facilities I purchased last winter known as the Cameron Grain Co.—D. J. Reiter, Reiter Grain Co.

Guthrie, Okla.—The Guthrie Mill & Grain Co. has incorporated for \$25,000; incorporators, F. L. York of this point, and F. A. Sullins and T. A. Thacker of Oklahoma City. A flour milling plant is under construction for the new concern.

Madill, Okla.—Fitzhugh Lewis and Arthur Alsup bought the Industrial Grain Co. from A. M. McLelland, G. E. McLelland and Fred B. Jones and took possession Apr. 1. Mr. Alsup was formerly mgr. of the Madill Grain & Elvtr. Co. for several years, and was succeeded by Thomas A. King, of Sherman.

Frederick, Okla.—Leo Potishman, of Fort Worth, Tex., and Carl Cassidy, rescent purchasers of the old E. O. Billingslea elvtr., which has capacity for 55,000 bus., are forming a corporation to be known as the Northwestern Elevator Co. Mr. Cassidy will be pres. and local mgr.—Leo Potishman.

Newkirk, Okla.—Jake Bergholt, supt. and grain buyer at the Farmers Co-operative Elevator & Supply Co., while helping with the unloading of a carload of feed, slipped while lifting a sack of feed and sprained the ligaments in his left leg. He was compelled to use crutches for several days following.

Edmond, Okla.—The 100,000-bu. concrete elvtr. addition and new headhouse started for the Eagle Mlg. Co. in January of this year is nearing completion. The Jones-Hettelsater Construction Co. is doubling the firm's previous capacity at a cost of \$50,000. A new dust collecting system is now installed and vacant adjacent property beautified.

OREGON

Milton, Ore.—The Milton Elvtr. Co.'s elvtr. is now the property of L. L. Rogers of Adams, to which point the house will be moved.

Portland, Ore.—Elvtrs. of 325,000 and 200,000 bus. capacity will be built for Balfour, Guthrie & Co. at a cost of \$250,000. The two plants will be on the east and west sides of the water front respectively, the latter addition giving the firm the same capacity on either side of the water. Changed conditions in grain handling have necessitated the expansion. Preliminary work is under way.

PENNSYLVANIA

Philadelphia, Pa.—Robt. J. McKnight, Jr., aged 76, member of the grain and flour firm of Robert McKnight & Sons, died after three months of suffering with kidney trouble. He had held a membership in the Commercial Exchange for the past 52 years.

Belleville, Pa.—The Belleville Flour Mills will be rebuilt. A tornado destroyed and caused the consequent blaze that resulted in \$100,000 loss. Much of the machinery was practically new. The stock loss was exceptionally heavy, including 3,000 bus. of grain, 300 tons of feed and 15,000 bbls. of flour.

SOUTH DAKOTA

Warner, S. D.—Warner Co-operative Elvtr. Co. will install a Trapp all steel dump.

Watertown, S. D.—Fire destroyed the Watertown Grain & Fuel Co.'s properties April 24.

Brandt, S. D.—A. J. Peterson expects to install a Trapp all steel dump in his elvtr. soon.

McIntosh, S. D.—The McIntosh Equity Exchange will install a Trapp all steel dump in its elvtr. this spring.

Wessington Springs, S. D.—A Trapp all steel dump will be installed by the Jeaurald Milling Co. in its elvtr. here.

Glenham, S. D.—The elvtr. of the Glenham Equity Exchange will be equipped with a Trapp all steel dump this spring.

SOUTHEAST

Talladega, Ala.—A blaze started in the Farmers Exchange & Elvtr. Co.'s warehouse here recently. It did little damage, however, due to an automatic sprinkling system which speedily quenched it.

Atlanta, Ga.—The Atlanta Milling Co., one of the largest milling concerns in Georgia, is taking an active part with other members of the Atlanta Merchants & Manufacturers Ass'n in a \$25,000 advertising campaign now being conducted by the ass'n to boost Atlanta as the logical jobbing center of the South.—H. F. P.

TENNESSEE

Nashville, Tenn.—The Fourth and First National Bank now own the Liberty Mills, having paid \$130,000 for the \$800,000 properties Apr. 18 at auction.

Oneida, Tenn.—The burned \$80,000 plant of the Oneida Mlg. Co. is to be rebuilt immediately. The fire occurred Apr. 9 and was partially insured. The loss on grain and other stocks was heavy.

Memphis, Tenn.—S. T. Pease, John M. Treholm, H. L. McGeorge, John B. Edgar and W. R. Smith-Vaniz have incorporated the Fidelity Storage & Elvtr. Co. for \$50,000. The Patteson warehouse has been leased.

Memphis, Tenn.—The American Grain & Hay Co., with capital of \$50,000, has incorporated. Sam E. Rison is chairman of the board of directors. R. N. Archer is the vice-president and general mgr. A general grain and hay business is being done and the concern has warehouse facilities on the Ill. Cent. R. R.

Memphis, Tenn.—A replevin suit in chancery has been filed here by the Maney Grain Co., of Omaha, against the Fair Hinshaw Milling Co., the First National Bank, and the Watkins National Bank, of Lawrence, Kan., and the Merchants & Farmers Bank, of Tonganoxie, Kan., to recover \$4,000 for 2 cars of shelled corn it claims to have shipped the milling company on a shipper's order notify, receiving the milling concern's check in return. It further alleges that the Tonganoxie bank refused payment because of its insolvency when the check was presented.

TEXAS

Cleburne, Tex.—The capital stock of the A. B. Deats Grain Co. has been decreased from \$10,000 to \$5,000.

Amarillo, Tex.—The Great West Mill & Elvtr. Co. is installing Globe Combination Truck and Wagon Dumps in its elvtrs.

Knox City, Tex.—The present owners of the Knox City Grain Elvtr. are J. A. and F. N. Warren and myself.—Ray Willis, mgr.

Pampa, Tex.—L. C. McMurtry Grain Co. will install Globe Combination Truck and Wagon Dumps at its Hoover and White Deer plants.

Dallas, Tex.—Improvements to cost close to \$35,000 will be made by the Pearlstone Mill & Elvtr. Co. Fire-proof office and warehouse additions will consume the appropriation.

Fort Worth, Tex.—A new exchange building to cost in the vicinity of \$500,000 for the Fort Worth Grain & Cotton Exchange is provided for in a recently adopted resolution. A newly appointed com'te is scouting about for a suitable site; Leo Potishman is chairman.

Graham, Tex.—The officers of our newly incorporated company are Chas. E. Hinson, president; C. B. Hockaday, vice president, and D. E. Hockaday, sec'y-treasurer. We own and operate both at Mineral Wells and here doing a wholesale and retail grain, feed and flour business.—Hinson-Hockaday Grain Co.

McKinney, Tex.—Petition has been filed to prevent Lillian B. Crouch from disposing of any of the \$300,000 worth of stock transferred to her by J. P. Crouch. The stock is in the Collin County Mill & Elvtr. Co., The Burrus Mill & Elvtr. Co. and several other corporations. The suit was brought by H. H. Crouch, a brother. It is asked that the transfer be set aside.

Wichita Falls, Tex.—Small boys and a match were the cause of the destruction of the hay warehouses of the Wichita Feed & Fuel Co. Mar. 31 at a loss of \$6,000. Prior to the fire a valve on a 10-inch water main running directly in front of the building had broken and the water department had shut off the pressure and all fire plugs around the burning warehouses were connected with this main. The plant had been acquired just a few days before by the J. C. Mytinger Co.

Dallas, Tex.—The Dal-Tex Grain Co., which was recently incorporated for \$60,000, is building a 75,000-bu. capacity elvtr., including a mill for the manufacture of stock, poultry and sweet feeds. A warehouse is also being erected which will cover 12,000 square feet. The concern is doing a car lot business under the direct management of T. Brignardello, pres., and H. G. Isbell, vice-pres. It is located on the Santa Fe with about 400 ft. of trackage.—T. Brignardello, pres., Dal-Tex Grain Co.

WASHINGTON

Edwall, Wash.—H. C. Bancroft is the recently appointed receiver for the affairs of the Edwall Grain Co.

Odessa, Wash.—The Odessa Union Warehouse Co. has purchased the office and elvtrs. of the Sperry Flour Co.

Seattle, Wash.—E. A. Webster and Clarke E. Rathke have incorporated the Webster-Rathke Grain Co. for \$15,000.

Olympia, Wash.—Eric J. Barnes, of Yakima, is now the Director of the State Department of Agriculture as well as the Department of Conservation and Development. He took his appointment as of Apr. 20th. F. G. Golyd and Dan Scott preceded Mr. Barnes in these respective positions.

Walla Walla, Wash.—The invitation of the local Chamber of Commerce has been accepted by the directors of the Pacific Northwest Grain Dealers Ass'n to hold its annual meeting here June 5 and 6. Last year the organization met in Lewiston, Ida., and previous to that held forth in either Portland, Spokane or Seattle. R. J. Stephens of Spokane is pres.

WISCONSIN

Drummond, Wis.—The Rust Owen Lumber Co.'s elvtr. here was recently damaged by fire.

Lomira, Wis.—A Boss Air-Blast Car Loader is to be installed by the Star Malt & Grain Co.

Superior, Wis.—Wm. H. Crumpton, 65, a member of the Wisconsin Grain & Warehouse Commission, died at Long Beach, Cal., Apr. 12. He had tried to recuperate from an affliction which overtook him last fall.

Madison, Wis.—Assemblyman E. B. Minier, of New Richmond, introduced a resolution favoring a measure to repeal the offset provisions in coal and grain taxes under the new income tax law, in the lower house recently, which voted favorably on it.

MILWAUKEE LETTER.

Membership certificates may possibly be done away with by the Milwaukee Chamber of Commerce.

Arthur M. Kuehn is now a member of the Milwaukee Chamber of Commerce, having been of late elected thereto.

The Charles A. Keller Co. has been incorporated to handle grain and manufacture flour and feed. Its capital is 100 no par value shares. Incorporators are Rose Keller, Otto F. Duecker and Christian T. Duecker.

Contract has been let for the flax seed cleaning equipment for the 6-story fireproof plant to be immediately erected here for the Wm. O. Goodrich Co., which will include elvtr. facilities. The concern operates linseed oil mills in North Milwaukee.

J. H. Manning, James T. Mallon, A. L. Jacobs, J. W. Rice and Arthur J. Riebs have been appointed as a com'te on supervision of grain inspection and weighing by the board of directors of the Chamber of Commerce, which also appointed A. L. Johnston, P. P. Donahue and L. J. Beck as a com'te on grain "to arrive."

Baltimore, Md.—The largest single transaction in grain ever consummated by a Baltimore concern was effected by J. Murdock Dennis, vice-pres. of Dennis & Co., Inc., recently, who contracted to forward 7,000,000 bushels of rye for the New York agents of the Russian Soviet.

With contract oats selling at premiums it is very logical to assume that the deliveries on May contracts will be 3 whites at 1½c discount. Chicago stocks are 6½ millions in public elevators and 11½ millions in private elevators. Minneapolis holds 18 millions which might find an outlet in Chicago during May or July if cash demand or consumption does not bring about a reduction of supplies. Regardless of this array of bearish statistics we would not care to follow the decline in oats. They are now selling close to 1c per pound and somewhere on the break should discount every known condition.—The C. A. King & Co.

Reduces Tolls Avoids Expensive Inaccuracies

Pope & Eckhardt Co., prominent Chicago Grain Commission Merchants, commend the Universal Grain Code. This company has used this Toll Saver continuously since its publication. Read the convictions of a user:

Chicago, Dec. 19, 1924.

Grain Dealers Journal,
Chicago, Ill.

Gentlemen:

We have used the UNIVERSAL GRAIN CODE extensively since this book was made available to the Trade some years ago. We find it is a Code that can be used much more freely in expressing desired information on orders, purchases, sales, prices and other intimate matters involved in the Grain Trade; therefore, that it demonstrates without further explanation, a saving in cost which we consider a most important item. It is sure that with a much larger number of words, that can be used to give expression to what is desired to communicate with our country patrons that it offers occasionally a few more difficulties to prepare a message, but that is quickly overcome with increased familiarity with the book.

We have found that our customers also use this book extensively and find it convenient and profitable, even if for no other purpose than saving of telegraphic tolls.

We consider it a most useful and desirable book for use in the Grain Trade and the various interests related thereto.

Very truly yours,
POPE & ECKHARDT CO.

EAD-B

When such companies as this place so strong an endorsement on any code, it is conclusive proof that it possesses real merit.

Follow the example of the Pope & Eckhardt Co. and its customers; stop the leaks in your business by using an accurate, toll saving, grain, feed and seeds code.

Printed on rice bond paper, 146 pages, substantially bound in flexible leather, size 7x4½ inches, weight 5 ozs. Price, f. o. b. Chicago, \$3.00. Book paper, board covers, \$1.50.

Grain Dealers Journal
309 So. La Salle St. Chicago, Ill.

Seeds

Rockford, Ill.—Condon Bros. Seed Co. recently suffered \$3,000 loss by fire.

Waterloo, Ia.—Grow-Well Seed Co. has been organized here and Geo. Hall is manager.

Chicago, Ill.—M. & M. Seed Co., Inc., changed its name to Ernest E. Meyer Seed Co., Inc., recently.

Des Moines, Ia.—The Iowa Seed Dealers Ass'n will meet at the Chamber of Commerce here on June 3 for its next annual convention.

Waco, Tex.—Saunders Lone Star Seed Co. has been incorporated with \$10,000 capital stock, by J. Lee Davis, J. W. Mann and T. C. Westbrook.

Brandon, Wis.—Burglars entered the plant of the Farmers Elevator Co. recently and escaped with 13 bags of red clover seed, valued at approximately \$700.

Chicago, Ill.—The seed business has run a little better than usual this spring. The wholesale season is about over.—A. E. Barkemeyer Grain & Seed Co.

Camarillo, Cal.—A good share of the Pacific coast bean crop was damaged by a fire that destroyed a warehouse here, with a loss of \$250,000. The beans were in storage for the Bean Growers Ass'n.

Sacramento, Cal.—Ward Seed Co. has granted contracts for construction of a concrete, 110 x 160 ft. warehouse with 35,000 square feet of floor space. It will cost approximately \$60,000 and will include offices.

Freeport, L. I.—David Dean, a partner in Dean & Campkin, a New York City seed firm, died at the home of his mother here recently, age 46. Heart failure was the cause. His widow, his mother and 3 sisters survive him.

Milwaukee, Wis.—The board of directors of the Chamber of Commerce has selected J. J. Crandall, F. W. Kellogg, H. B. Courteen, Hugo Teweles and J. V. Lauer to serve on the com'te for arbitration of grass and clover seed for 1925-26.

Toledo, O.—Timothy registered a new high on the crop for September this week, but trade smaller. Offerings of the latter been small. Short sales not so attractive. Prospects of short hay crop; short seed crop. Due to very dry fall. Reduced acreage. Really at the moment holders seem to have the edge. Talk of a carry-over in all positions not burdensome however.—J. F. Zahm & Co.

Toledo, O.—Clover market inactive. Cash seed for the most part is a carry-over proposition into new crop. Some late season demand has been in evidence but this is gradually vanishing with the advent of warmer weather. October advanced to \$14.75 last week. As new crop conditions became more promising the demand faded away. Letters so far received show clover has wintered well. Conditions reported for states as follows: Ohio—4 excellent, 14 good, 4 fair, 2 poor. Illinois—5 excellent, 12 good, 5 fair, 1 poor. Wisconsin—5 good, 2 fair. Indiana—5 excellent, 8 good, 1 poor. Michigan—1 excellent, 6 good, 2 fair. Ontario—1 excellent, 3 good. Reports indicate alsike, sweet clover and alfalfa have increased their percentage of substitution for red clover. A digest of the few reporting on foreign seed sown two years show foreign seed a better stand and having wintered better than local or domestic seed. Alsike about all cleaned up here. Demand was large during March and early April. Substitution for red clover has been quite general.—C. A. King & Co.

Commercial Seed Analysis of Britain Organize.

The British Ass'n of Commercial Seed Analysts was recently organized in the British Isles. C. A. Finlayson, London, Eng., was selected as sec'y-treas.

This ass'n is closely patterned after the American ass'n to which the British analysts have devoted considerable attention for a year past. Its object is purely for the advancement of seed testing and the co-operation and mutual advice of the members.

Utah Adopts Alfalfa Seed Grades.

Utah has adopted a schedule of alfalfa seed grades. As accepted by the State Board of Agriculture, these are:

Extra Fancy.—Pure as to kind, clean, sound, plump seed entirely free from noxious weed seeds. Purity 99.50% perfect, bright colored seed.

No. 1.—Containing over 90% plump, bright, quality not eligible to grade. Extra Fancy, full berried kernels, but on account of general quality not eligible to grade. Extra Fancy. Free from noxious weed seeds; purity 98.5% or more.

No. 2.—Seed containing more than 80% plump, bright colored full berried kernels, purity 97% or more, free from noxious weed seeds.

No. 3.—Seeds containing more than 65% plump, bright, full berried kernels, purity 95% or over, free from noxious weed seeds.

No. 4.—Seeds containing more than 50% plump, bright, full berried kernels, purity 92% or over, free from noxious weed seeds.

The term "free from noxious weed seeds" shall mean not more than one noxious weed seed found in 25,000 alfalfa seeds.

Noxious weeds for alfalfa are: Dodder, mustard, white top, plantain, Canada thistle, perennial rag weed, and wild morning glory.

A further consideration now before the State Board of Agriculture is rules and regulations for the certification and sealing of Grimm and Cossack alfalfa seed. Action is expected on them in the near future.

Western Seedsmen Meet at Omaha

The Western Seed Dealers Ass'n opened its 25th annual spring convention at 10 a. m. on Apr. 18, at the Hotel Fontenelle, Omaha, Neb. About 35 seedsmen attended.

Pres. Fred Mangelsdorf addressed the delegates emphasizing the value of co-operation, and demonstrating the handicap encountered in individual development. The present session marked the close of a quarter century of co-operation between western seed dealers which has resulted in great benefit to the trade. The American business man, courageous, intelligent and honest, is largely responsible for our national progress. Likewise the American seedsmen who observes and strictly follows the letter and spirit of his contracts, no matter how the market, is greatly admired and continues to receive business.

Each of the delegates present arose in turn and introduced himself. The minutes of the last meeting, and of the preceding spring meeting, were read and approved.

Treas. H. G. Windheim read his treas.'s report, showing the organization finances to be highly satisfactory.

J. C. Robinson, who recently visited California, reported elaborate preparations for the entertainment of visitors at the Los Angeles convention of the American Seed Trade Ass'n. Various others advocated attendance.

Reports on state seed legislation in Iowa, Colorado and Kansas were made by members from those states.

Resolutions of sympathy were adopted on the deaths of Albert Dickinson and Mrs. Henry Field, and copies ordered sent to the survivors.

All present officers were re-elected. Fred Mangelsdorf, Atchison, Kan., pres.; Carl Chesmore, St. Joseph, Mo., vice-pres.; Max Wilhelm, Lawrence, Kan., sec'y; and H. G. Windheim, Omaha, Neb., treas.

The Ass'n gave its members and guests a luncheon in the main dining room of the Fon-

tenelle at 1 p. m. when the business meeting closed. The afternoon was devoted by the delegates to group talks on matters of trade interest.

Omaha and nearby Nebraska seedsmen gave the visiting members an excellent dinner at the Athletic Club in the evening.

American Seed Trade Association Convention.

A tentative program has been completed for the annual convention of the American Seed Trade Ass'n, being held this year in Los Angeles, Cal., June 9, 10 and 11, with headquarters at the Biltmore hotel.

The usual com'te reports and routine business is arranged for and several good talks are expected.

The entertainment program includes an auto trip for the ladies, thru the residential sections of Los Angeles and Pasadena, stopping at "Marcel Inn" for refreshments, Tuesday afternoon; an auto trip to Hollywood (stopping at the moving picture studios), Beverly Hills, Soldiers' Home, Venice and return, on Wednesday afternoon; a trip to Mt. Lowe, via Pacific Electric Ry. on Thursday afternoon, and an all day trip to Santa Catalina Island on Friday. The California Seed Dealers & Growers Ass'n is furnishing the entertainment.

A special train will be chartered over the Santa Fe from Chicago for seedsmen in Chicago and surrounding territory. A schedule has been arranged to permit stops at interesting points along the way. The train will leave Chicago at 6 p. m., June 3, and arrive in Los Angeles at 2:15 p. m. on June 8. At Los Angeles it will be disbanded, leaving the Ass'n members to return as they choose.

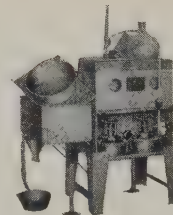
A special car will leave St. Louis in time to join the special Chicago train at Kansas City, and proceed thereafter with it to the convention city.

Nebraska Cereal Chemists Elect Officers.

The Nebraska Cereal Chemists Club, composed of 22 chemists engaged in work on flour and grain, organized to further the interests of Nebraska wheats and flours, co-operate on standardization methods, check samples, promote research, exchange ideas and create good-fellowship and enthusiasm, held its second meeting on April 4 at the state experiment station, Lincoln, Neb.

The Omaha Grain Exchange and various mills and elevators are included in the membership. M. D. Mize, Omaha Grain Exchange, was elected pres.; H. A. Baehr, Nebraska Experiment Station, vice-pres., and E. J. Rosse, Omaha, sec'y-treas.

PROFIT is assured by using correct Grain Grading Equipment



Official Brown Duval
Moisture Testers
Scales
Sieves
Triers
Mixers
Sample Pans
Accessories

Why Not Electrify Your Moisture Tester?

Our equipment used by the Government Grain Inspection Depts. and thousands of mills and elevators.

Seed Trade Reporting Bureau
1018 So. Wabash Ave.
Chicago, Ill.

Sapiro Suit Against Henry Ford.

Aaron Sapiro, the pool promoter, filed suit Apr. 22 against Henry Ford and the Dearborn Publishing Co., to recover \$1,000,000 damages for publishing articles defaming him in the *Dearborn Independent*.

The articles charge Sapiro with being one of "a conspiracy of Jewish bankers, who seek to control the food markets of the world." Mr. Sapiro has turned over to his attorneys copies of other journals that reprinted the *Dearborn Independent* articles, with a view to starting suit against them also.

Just prior to the organization of the Grain Marketing Co. a battle was waged by the poolers to get control of the American Farm Bureau Federation and commit that organization toward a marketing policy. In this fight J. W. Coverdale and Gray Silver came out on top, while Sapiro and his poolers lost. Sapiro consequently did not get a job as a high-priced attorney for the Grain Marketing Co., and feels bitter toward his former enemies, whom he suspects of having inspired the reprinting of the libelous articles in a certain grain publication.

The Weller Power Shovel.

The Weller Mfg. Co., after thorough tests covering a period of two years not only in its own plant, but in several mills and elevators, and proving that the improvements made on the Weller Power Shovel would stand the service and rough usage a piece of equipment of the kind is subjected to, is now placing it on the market.

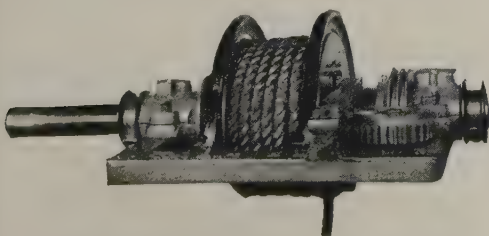
The improved Weller Shovel has many points of advantage, namely: No counterweights or counterweight ropes. No extra frame or special adjustments of counterweights is required and the shovel can be located two feet above the floor line or placed as high as required. It is easy to operate, makes less noise and vibration, and it requires less space. It is positive in action and never misses engaging the clutch.

The possible rope travel has been increased up to 100-ft. It pulls at any point the shovel is stopped, when operator pulls the scoop backward and stops, a little slack in the rope is released, causing the clutch to engage the winding spool, which winds the rope until the scoop reaches the car door and stops. It has few parts and is less liable to breakage on account of compact design and liberal use of steel in small parts.

The operating mechanism is totally enclosed, located within the winding drum. The clutch is so designed that when engaged it drives with the full area of the surface of the jaws, which is 6 inches instead of about 1 inch. This reduces the wear to a minimum.

The driving pawl is hardened, forged steel. Time is saved in erection. The Weller shovel is shipped ready to install. No complicated parts to adjust before installing. The Weller Shovel is fully covered by patents, and patents are pending on the improvements.

While power shovels were originally designed for handling grain, they are now being used for unloading coal, lime, sand, gravel, cement, fertilizer, cotton seed and other bulk materials from box cars. Descriptive circulars and price will be sent on receipt of request.



Improved Winding Drum for Power Shovels.

Supply Trade

Advertising, like the automobile, enables you to reach your objective quicker.

Omaha, Neb.—W. C. Bailey & Son, in the U. S. District Court, were adjudged bankrupt on April 6th, and on April 21st G. P. Norn, trustee, sold the assets of the company at public auction.

Accotink, Va.—A new machine known as the "Union Harvester" has been developed at Union Farms for harvesting soybeans. It weighs only 1,100 pounds and has a capacity of 2 acres per hour.

Chicago, Ill.—An interesting book describing Link-Belt Rivetless Chain, replete with illustrations, has just been published by the Link-Belt Co. This chain may be used to advantage on all types of elevators and conveyors; its light weight and great ultimate strength make it ideal for extremely long conveyors. A copy of the book will be sent Journal readers who write requesting it.

Washington, D. C.—The Supreme Court found the Builders Exchange, Industrial Ass'n and others of San Francisco did not violate the Sherman anti-trust law, or restrain interstate commerce when they enforced a permit system during the controversy under which building materials were withheld from those not maintaining open shop. In so deciding the Supreme Court reversed the decision of the lower courts.

Cincinnati, O.—Rates on prepared roofing from Carthage and Lockland, O., to points intermediate of Knoxville and Chattanooga, Tenn., were held unreasonable by the Interstate Commerce Commission on complaint by the Philip Carey Co. and the Richardson Co. The carrier's practice of adding to the rates from Cincinnati certain charges of the originating lines was held unwarranted. The Commission said, "Except under unusual conditions, not present in this case, we have uniformly awarded reparation on shipments moving to intermediate points under rates which are higher than to more distant points where the rates to the latter points were established subject to rule 77."

The Interstate Commerce Commission expects a revision of rates on manufactured iron and steel articles from the Pittsburgh district to St. Louis and Illinois and Indiana points within 3 months as a result of the decision on the Jones-Laughlin Steel Corp. v. B. & O., et al. The 5th class rates now in effect were found unreasonable and unduly prejudicial. Commodity rates on the same articles from Illinois and Indiana points to the same destinations were also found unduly preferential. A scale for charging from 60% of 5th class on 52 miles or less, to 100% at 480 miles, thence ranging as high as 95%, was drawn up and Illinois and Indiana rates revised accordingly. Fourth section permission is granted long lines to meet direct line rates.

Jackson, Miss.—The Gober's Great "8" Milling Co. has been granted \$162.75 reparation by the Interstate Commerce Commission on account of unreasonable rate collected by the Illinois Central Railroad Co. on four carloads of burlap bags shipped from New Orleans, La., to Jackson. Complainant showed that the assailed rates exceeded rates on burlap bags from New Orleans of 36.5 cents to Memphis, Tenn., and 42 cents to Cairo, Ill., Nashville, Tenn., and Louisville, Ky., points to which Jackson is directly intermediate from New Orleans and at which competitors of complainant in marketing mixed feed are located. Complainant stated that its competitors at all of the points named received from New Orleans the bags which they use in packing their mixed feeds.

Chicago, Ill.—Fifty-two more contractors joined the Landis award group during the first three months of this year. The Landis Award contractors are getting more than their proportion of the business.

Chicago, Ill.—Byron S. Dorsey, Jr., formerly local representative of the Standard Scale & Supply Co., has been appointed district sales manager of the Nutting Truck Co., with offices in this city. Mr. Dorsey will also handle the sales of the Humphrey Elevator Co. in this territory.

If the production of oats in the United States be divided by the production of corn in bushels, and similarly if the price per bushel of oats be divided by the price per bushel of corn, year by year, since 1866, it will be found that the production of oats has been gaining relatively on corn and that the spread between the price of corn and the price of oats has been widening.—Nat C. Murray.

HESS PNEUMATIC GRAIN DRIERS

Used everywhere—
NONE BETTER

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

HESS WARMING & VENTILATING CO.

1207 So. Western Ave.

CHICAGO

Feedstuffs

Cameron, Tex.—A wholesale feed business has been opened here by S. P. Doggett.

St. Paul, Minn.—A bill fixing the fees for concentrated commercial feeds has been passed by the state senate.

Chicago, Ill.—Weitzman Milling Co., extensive feed and flour millers, recently removed its offices to the Straus Bldg. here.—J. J.

Burlington Jct., Mo.—W. W. Jones will open a feed store here and install machinery in a mill to be run in connection with it.

Buffalo, N. Y.—Francis J. Henry, a partner in Henry & Missert, died at his home recently following a long illness. He was 87.

Brownsville, Tex.—The Tex-Mex Trading Co. has installed new machinery in its mill here, for the manufacture of heavy grain mixtures for horses.

Chicago, Ill.—The Associated Corn Products Manufacturers has opened a feed research department, of which Hugh G. Van Pelt is managing director.

Milwaukee, Wis.—The Rankin Co. has been established here by M. G. Rankin, Jr., formerly connected with M. G. Rankin & Co., to handle feed and grain.

Waverly, N. Y.—Lloyd Greer, formerly connected with the Sunset Feed & Grain Co. has taken the traffic managership of the Tioga Mill & Elevator Co. here.

Buffalo, N. Y.—A Canadian feed manufacturer has inquired of the Chamber of Commerce regarding the purchase of a site, on the waterfront here, for a feed mill.

Nunda, N. Y.—C. J. Hallauer, owner of a feed mill here, filed voluntary petition in bankruptcy on Apr. 17, listing liabilities at \$19,000.16 and assets at \$12,266.53. Most of the liabilities were notes.

Los Angeles, Cal.—A poultry and dairy feed mill will be built in connection with a 50,000-bushel grain elevator at an approximate cost of \$75,000, at this point, by the Huffine Grain Co. of Kansas City.

Minneapolis, Minn.—Lyons-Kuehn Co., dealing in feed, has been dissolved. F. L. Lyons has been conducting the business since the withdrawal of Mr. Kuehn, and will now continue under his own name.

New York, N. Y.—H. P. Mitchell has been appointed supervisor of domestic sales of feedstuffs in New York and Providence territory for the Washburn-Crosby Co. He was formerly manager of the firm of A. F. Lane.

The American Feed Manufacturers Ass'n sec'y, L. F. Brown, is sending convention booster cards to the ass'n membership. The Ass'n will hold its 17th annual convention this year on May 7, 8 and 9, in New Orleans, La. Headquarters will be at the Roosevelt hotel.

Kansas City, Mo.—The Missouri legislature finally adjourned without passing the bill to tax mill feed sold within the state, after an extension of the sessions for several weeks in an attempt to break a deadlock. When introduced the bill was thought sure to pass, in spite of active opposition by feed manufacturers and millers who disapproved the proposed tax of 10 cents per ton.

Wichita Falls, Tex.—Bob Tittle, 30, a feed salesman, while crossing the railroad tracks west of the city in his roadster, on Apr. 15, was struck by an F. W. & D. passenger train and fatally injured. He was rushed immediately to a hospital where he died half an hour later.—P. J. P.

Memphis, Tenn.—Fidelity Storage & Warehouse Co. has been incorporated with \$50,000 capital stock. It will use the old mixed feed plant of the G. E. Patteson Co., which was recently purchased by several people interested in a proposed merger, as an overflow warehouse.

Indianapolis, Ind.—Fire damaged the 75,000 bushels of corn and 600 tons of baled hay in a feed warehouse at the Union Stockyards to the extent of \$75,000 on the evening of Apr. 13. Damage to the fire-proof cement, stone and tile building is not included in the estimate.

Indianapolis, Ind.—Acme-Evans Co. has completed its new feed and cornmeal mill and warehouse. The unit replaces Mill B, which was destroyed in November, 1923, by fire, and is 5 stories high, constructed of reinforced concrete and steel. The warehouse is 125 by 210 feet with one story and a basement.

Dallas, Tex.—The officers of the newly incorporated W. J. Lawther Mills are W. J. Lawther, pres.; R. H. Turner, Jr., vice-pres.; I. A. Fridge, treas.; R. Thomas, sec'y. The Board of Directors is composed of these officers and Geo. A. Robertson, T. S. Kelly, and T. B. Ackerman. Business is continuing as usual.—Sister Sue.

Hominy feed may be advantageously used as a corn substitute in fattening steers, according to G. Bohstedt, chief of animal industry at the Ohio Agricultural Experiment Station, who declares hominy feed runs about 10% in moisture content, which will keep it sweet and wholesome considerably longer than the present feeding corn which frequently carries as much as 20% moisture. Hominy feed at the same price as corn is now the better buy.

Chicago, Ill.—The first dividend of 25% has been declared bondholders of the American Hominy Co., all of whose property has been disposed of by the trustee, the Chicago Title & Trust Co. The U. S. Government has a claim of approximately \$900,000 for unpaid income tax liability from 1919 forward and this has been filed for a preferred position. If allowed, it will take practically all of the funds not specifically derived from the sale of mortgages, and it is expected to be allowed in spite of opposition offered by the trustees. In that case the creditors will receive no dividend.

Chicago, Ill.—T. M. Chivington, sec'y of the American Corn Millers Federation for the past 5 years, and before that a newspaper reporter and editor, sec'y of an ass'n of baseball clubs, sec'y of the National White Corn Millers Ass'n and the U. S. Maize Products Export Ass'n, has resigned effective May 1, when he goes to Nashville, Tenn., as sec'y of the Southeastern Millers Ass'n, succeeding J. B. McLemore. The headquarters of the American Corn Millers Federation will be removed from Chicago to the Victor Building, Kansas City, Mo, effective May 1, when Reynier Van Evera succeeds Mr. Chivington as sec'y of the organization. Mr. Van Evera was formerly sec'y of the Corn Millers Bureau.

American Feed Manufacturers Ass'n Program

Leading features in the tentative program prepared for the 17th annual convention of the American Feed Manufacturers Ass'n, to be held in New Orleans, La., on May 7, 8 and 9, with headquarters at the Roosevelt hotel, follow:

"The Food & Drugs Act and the Feed Industry."—Dr. G. L. Bidwell, pres. of the Ass'n of Feed Control Officials of the U. S.

Address—J. J. Donohue, general claims attorney for the L. & N. railroad.

"The National Poultry Council"—Prof. Harry R. Lewis, Davisville, R. I.

"A New Period in Feed Control Work"—Dr. W. F. Hand, state chemist, A. & M. College, Mississippi.

"Ethics in Advertising"—A. F. Seay, St. Louis.

The usual annual reports of officials and com'ites and time for general discussions of matters relating to the industry, are scheduled. Luncheon meetings for the sales managers and for the buyers are arranged.

New Orleans is one of the quaint old cities of the south, and offers unusual attractions in addition to this excellent program as reasons for attending.

Effects of Corn Cockle.

Failure to remove all cockle from corn, wheat, and other grains, before grinding usually causes annoyance to the feed manufacturer. The poisonous effects of corn cockle seed can quickly reduce the value of a feed that is perfect in other ways.

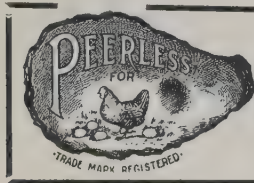
A poultry raiser in the East, was confronted by the problem of 2 or 3 of his hens dying each day. Apparently they were healthy and laying well. Unmistakable signs of gradual depression, salivation, and chronic dysentery would suddenly appear and death invariably followed.

Investigation showed he was using a scratch feed compound of wheat, and cracked corn sparingly and giving the birds access to mash. Examination of the wheat used in the scratch feed showed about 2% cockle, hardly enough to do so much damage. Examination of the digestive tracts of some of the dead hens showed the effects of cockle, which was evidently in the corn. Discontinuance of the use of the mixture on hand ended his troubles.

A poisonous principle is found in nearly all parts of the cockle plant, which is not considered innocuous in its green state, tho it is always refused by livestock. The large seeds produced are more dangerous. If ground up with wheat they discolor the flour, giving it a grey tint and causing the bread to have a disagreeable odor. In the baking of bread the heat does not destroy the toxic principle and if any considerable quantity is contained in the flour it cannot be used for consumption.

Corn cockle seeds in feeding stuffs has caused many deaths among domestic animals. Young animals are particularly susceptible. Sheep are considered immune and cattle are seldom harmed but great danger lies in cockle content of feed given calves, swine, horses, and fowls. A meal containing 40 to 50% corn cockle was fed to 280 geese in Hungary, as reported by A. V. Degen in 1918, conducting experiments, everyone of which died.

The poisonous substance in cockle seeds is the glucoside, variously otherwise known as Githagain, Saponin, Agrostemmin, Sapotoxin, Agrostemma-Sapotoxin and Smilacin, which is found in small quantities thruout the plant, but comprises as much as 6.56% of the seed. It readily dissolves in water, frothing like soap when shaken up, and has a sharp taste, but no odor. A sufficient quantity of this toxin causes nervous debility and dysentery, chronic diarrhoea and gradual depression. When a horse gets only a small quantity the effects are evident in yawning, severe colic, stamping, and evacuation of soft faeces. A larger quantity



PEERLESS OYSTER SHELL
FOR POULTRY Peerless Oyster Co.
1507 Russell St., Baltimore, Md

Made from FRESH SHELLS Only

Meeting of Millers National Federation.

The Millers National Federation held its 23rd annual convention in the Edgewater Beach Hotel, Chicago, Apr. 16 and 17. This was the first meeting since the Federation's reorganization a year ago.

Sec'y A. P. Husband, in his annual report, spoke of the revision of feedingstuff laws and an investigation by the Federal Trade Commission as follows:

Revision of State Feedingstuff Laws.—As usual, the Legislatures of a number of the states have considered bills providing for the revision of their feedingstuffs laws. Among these are Kansas, Missouri, Iowa and Wisconsin. In the latter state it was proposed to compel the manufacturers of feedstuffs to show upon the label the percentage of "Digestible Nutrients." In co-operation with the American Feed Manufacturers' Association we opposed this provision, being represented at a hearing before a Senate committee by our Mr. Wagner; Mr. Heon also appeared in opposition. At the conclusion of the hearing the author of the bill agreed to indefinite postponement of consideration of the bill, and we are of the opinion that it is dead.

Such emergencies as this suggest the necessity of the Federation having on its staff a man familiar with the chemistry of feeds and flour in order that our interests may be properly protected. Our budget provides for the employment of such a man.

Investigation by Federal Trade Commission.—During February the Federation office was subjected to an investigation by an agent of the Federal Trade Commission. Access to our books and records regarding output of members and dues paid was denied, and we declined to permit inspection of correspondence with millers regarding the proposed Code of Ethics. Copies of certain correspondence were requested from our office and from the office of Pres. Anderson, and acting upon advice of Federation counsel these were refused. The action of your officers in this matter was approved by the Executive Committee at its meeting on Mar. 10.

The treasurer's report showed a balance as of Apr. 1, 1924, of \$6,010.92, which with receipts of dues, etc., thru the year totaled \$83,018.02, salaries, office account, printing, incidentals and extraordinary expense, traveling expenses and pres.'s revolving fund, equaled \$58,091.60, leaving a balance in the hands of the treas. on Mar. 31, of \$24,926.42, with cash in hands of pres. \$1,000, and cash in hands of sec'y, \$500, making a total on hand of \$26,426.42.

E. S. Wagner, traffic director, in his report stated among other things:

As chairman of the Grain Products Committee of the Mid-West Regional Advisory Board, your traffic director has been in close touch with the grain products industries in the Central West; in this capacity we also receive reports from all other regional boards thruout the country. From our own knowledge as to conditions, and from reports received from other regional boards, we are pleased to advise that during the extremely heavy movement of freight this past fall and winter, service rendered by the carriers has been very satisfactory; mills report that cars with a few exceptions have been plentiful with practically no delay in movement.

O. A. McCrea, chairman of the committee on feedstuffs, reported as follows, in brief:

The tentative standard of 5.50% for gray shorts was carried over for another year, after much discussion, and the wheat feed committee of the Feed Control Officials was instructed to pursue further investigation of the subject, by making actual visits and securing samples direct from the mills for analysis. This data is to be made available for final consideration at the following meeting. Due to the fact that any adoption of a lower standard than 6.50% maximum fibre for gray shorts would be practically unworkable, and cause much dissatisfaction among millers, it is strongly recommended that a big delegation of millers go to Washington this fall to vigorously oppose any lower fibre standard than 6.50% on gray shorts.

A bill was introduced into the Wisconsin Legislature that provided that all packages of feedingstuffs show the percentage of digestible nutrients. As a result, however, of quick action on the part of the sec'y of the Federation, a representative delegation was dispatched to Madison, and upon going before the Senate committee, the bill was indefinitely postponed. The chairman of the Senate committee advised our committee there was nothing further to worry about.

Resolution on Trading in Futures.

Millers forcibly expressed themselves regarding the option markets definitely stating that conditions have been intolerable. It was

decided that the grain exchanges should eliminate indiscriminate speculation insofar as possible. The following resolution was unanimously passed.

Resolved, That trading in futures is a necessary factor in the economic marketing of grain. Such trading should be confined to legitimate purposes. Inordinate speculation, of which the widely fluctuating markets of the past seven months has given renewed evidence, is an intolerable evil, destructive of legitimate business and should be abolished. We urge upon the exchanges themselves the prompt elimination of this vast indiscriminate speculation and the formation of such regulations as may restore trading in future to its original and only justifiable purpose.

Resolved, That a committee of five be appointed by the chairman of the board to consider methods, to confer with officials or committees of the grain exchanges regarding the removal of the existing recognized abuses and to take such further action as they may find expedient.

A committee was appointed for this purpose, on it being Sydney Anderson, chairman; F. J. Lingham, Lockport, N. Y.; H. G. Randall, Kansas City, Mo.; P. D. McMillen, Minneapolis, Minn., and Geo. S. Milnor, Alton, Ill.

The new directors elected are: W. B. Marr, Columbus, O.; George P. Urban, Buffalo, N. Y.; James F. Bell, Minneapolis; Robert Henkel, Detroit, Mich.; Thomas L. Moore, Richmond, Va.; A. C. Loring, Minneapolis; Charles T. Johnson, Mt. Vernon, Ind.; H. S. Helm, Minneapolis; W. L. Harvey, Minneapolis; H. L. Beecher, New Ulm, Minn.; H. M. Allen, Troy, O. To fill the unexpired term of S. B. McNear (resigned), Charles R. McClave, Lewiston, Mont.

Officers re-elected were: Sydney Anderson, Washington, D. C., pres.; A. P. Husband, Chicago, Ill., sec'y-treas.; E. S. Wagner, Chicago, Ill., traffic director.

Adjourned *sine die*.

The Court of Arbitration of the International Chamber of Commerce is urging insertion of an arbitration clause in all international commercial contracts as a result of its 2 years' experience in handling trade disputes.

ELLIS GRAIN DRIERS

You can travel
the wide world
over and find
nothing to
equal them.

The Ellis Drier Company

1223 So. Talman Avenue,
CHICAGO, ILL.

causes salivation, yawning and turning of the head, colic, pate mucus, increased, but weak pulse, increased temperature and accelerated respiration. Muscular tremors follow in a few hours and soon become rigid and the faeces are diarrhoeic. The animal lies down and getting up is painful. Finally it falls into a state of coma from which it never recovers. Other animals show similar symptoms.

Any considerable quantity of cockle in the feedstuffs may cause untold harm and act like a boomerang on the manufacturer of the feed. It is not difficult to remove cockle seed from grain.

Manufactured Feeds Are Most Advantageous.

"Feeds manufactured in a small way have a tendency to be less uniform in composition than those put out by manufacturers who have the advantage of chemical control of the ingredients used, and of better mixing facilities, and who purchase their material in large volume," states a bulletin published by the Massachusetts Agricultural Experiment station under the title "Inspection of Commercial Feedstuffs." It adds to this information "An increase in the number of brands of prepared feeds put out by local dealers under their own name and guaranty has been noted. These are either mixed at the local store or are prepared by some manufacturer who attaches tags furnished by the dealer."

Conclusions regarding the greater value of the commercial mixed feed manufactured by firms almost exclusively interested in feedstuffs are noted in bulletin 399 of the New Jersey Agricultural Experiment station as follows:

The results for the year 1924 are not as good as for the two preceding years. More deficiencies occurred. A study of the records will show that a large proportion of the deficiencies was found in the products prepared by the small local manufacturers of this state, who sell but a comparatively few tons in the year to nearby trade. This condition is unfortunate and is caused, in part at least, by inaccurate guaranties and poor mixing.

The New Jersey manufacturers were responsible for 312 of the guaranteed brands, 91, or 29.1%, being deficient. If the products of these local manufacturers were eliminated, including the products of the larger manufacturers of the state with the products of the out-of-state manufacturers, the average of deficient samples would be reduced to 12.7%.

This condition should cause all of the local manufacturers to use more care in the preparation of their brands in order that their purchasers may secure the material they pay for.

The home mixed ration has the same tendency to be improperly mixed and deficient in some of the ingredients as that in the local grinding mill.

Bureaucrats in All Business.

That the grain business is not alone in being pestered by bureaucratic interference appears from the following excerpt from an address by Colonel W. M. Wiley, general manager of the Boone County Coal Corporation, before the West Virginia Wholesale Grocers' Association at Charleston, W. Va., April 15:

Bureaucracy showed its head recently in southern West Virginia, when one of the Washington bureaucrats visited this section of the state and declared that it was a mistake to allow Southern West Virginia to mine and ship coal until the fuel from other states had been used first.

This expert, whom we pay as our servant of government, has grown to believe he is one of our masters and that it is his duty to tell the country whether it is wise for this or that section to develop its natural resources.

Another exercise of this bureaucracy is the proposal to put coal on a mileage basis. As the fields furthest removed from the markets are the high quality coals of Southern West Virginia, it is proposed to impose a burden on them that would be hurtful to the industry and very probably be more than it could stand.

Under the report of the Interstate Commerce Commission examiner, upon which the Commission has not yet passed, it is proposed to make Southern West Virginia pay 53 cents a ton more freight on its coal to the lakes than do the operators of Pennsylvania.

Supreme Court Decisions

Expiration of Option.—Rule for computation of time in General Construction Law, § 20, governs, in absence of different method fixed by agreement or custom known to parties; hence 30-day option, purchased on December 24th, expired 30 days thereafter, notwithstanding next day was legal holiday.—*Frankfurter v. Silverman*. City Court of New York. 208 N. Y. Supp. 405.

Arbitration.—Parties to arbitration agreement must have legal capacity to contract; "arbitration" being technical designation of contract by which parties agree to refer matters in dispute to arbitrators named by parties in manner provided by law for final award.—*Midwest Securities Corporation v. City of Des Moines*. Supreme Court of Iowa. 202 N. W. 565.

Co-operative Marketing Act Valid.—The title of the Co-operative Marketing Act (Acts 1921, p. 139) is sufficiently broad to include the provisions of sections 3, 4, 5, 15, and 23 of said act; and for that reason said sections are not void as in violation of article 3, § 7, par. 8, of the Constitution of Georgia.—*Harrell v. Cane Growers' Co-op. Ass'n*. Supreme Court of Georgia. 126 S. E. 531.

Offer and Acceptance.—Where buyer, on acceptance of offer for sale of "standard malt" submitted by seller, added the words "of choice brewing quality," and added the words "and inspection" to the words "Terms: net cash on arrival of each car," there was no contract, especially in view of custom of trade treating "standard" malt and "choice" malt as malt of different grades.—*Columbia Malting Co. v. Clausen-Flanagan Corporation*. U. S. Circuit Court of Appeals. 3 Fed. (2d) 547.

Burden on Plaintiff to Prove Loss within 48 hours after Notice of Arrival.—In action against initial carrier for loss of goods alleged to have been removed from car while in hands of delivering carrier, burden was on plaintiff, in view of provisions in bill of lading that, after 48 hours from notice of arrival, delivering carrier held goods as warehouseman, to prove loss occurred during such 48-hour period.—*Illinois Cent. R. Co. v. Stimson*. Court of Appeals of Kentucky. 268 S. W. 835.

Carrier's Liability for Delay.—A steamship, carrying a shipment of corn on a voyage from Jacksonville to Havana and intermediate ports, remained at Matanzas, within 80 miles of Havana, for nearly two months because of failure of the carrier to supply funds for discharge of cargo there, and the delay caused damage to the corn. Held, that the carrier was not relieved from liability by a provision in the Bs/L that it should not be liable for loss or damage caused by prolongation of the voyage.—*Florida Grain & Elevator Co. v. United States Shipping Board, Emergency Fleet Corporation*. U. S. District Court. 3 Fed. (2d) 314.

State Statute on Furnishing Cars Inapplicable to Interstate Shipment.—Rev. St. Mo. 1919, §§ 9985, 9990, prohibiting discrimination between shippers in the furnishing of cars, held inapplicable where usual route to intended destination was an interstate one, and shipper did not designate intrastate route, in view of Interstate Commerce Act, § 1, subds. (3), (4), (6), (10), (11), (12), (14), section 3, subd. (1), section 15, subd. (1), being Comp. St. §§ 8563, 8565, 8583, and section 3, as amended by Act Feb. 28, 1920, § 405 (Comp. St. Ann. Supp. 1923, 85865), protecting shippers of goods in interstate commerce from such discrimination.—*Missouri Pac. R. Co. v. Stroud*. U. S. Supreme Court. 45 Sup. Ct. Rep. 243.

Limitation of Carrier's Liability.—Intrastate shipment of goods under B/L limiting liability to declared value according to forms of Interstate Commerce Commission after enactment of second Cummins Amendment to Interstate Commerce Act (Act Aug. 9, 1916 [Comp. St. § 8604a]) was not governed by Rev. St. Tex. art. 708, making stipulation limiting carrier's liability invalid, where Interstate Commerce Commission had ordered railroads to adopt rates not discriminating against interstate commerce.—*Lancaster et al. v. McCarty et al.* U. S. Supreme Court. 45 Sup. Ct. Rep. 342.

Closing Out Trades of Member of Exchange.—Under rule of stock exchange which was part of contract between members, requiring members on insolvency of one of them to close contracts with such member, held that, in order to close contracts both for stock sold short by insolvent member and for stock purchased on margin by him, it was necessary not only to buy stock sold short, but to sell all of stock purchased on margin rather than merely enough of it to cover indebtedness on such contracts.—*Brickley v. Wrenn, et al.* Supreme Judicial Court of Massachusetts. 146 N. E. 797.

Recovery for Coal Seized Under Lever Act.—Where Director General, pursuant to orders of Fuel Administrator under Lever Act Aug. 10, 1917 (Comp. St. 1918, Comp. St. Ann. Supp. 1919, § 3115½ et seq.), seized coal during transportation from seller to buyer, and paid seller the contract price therefor under Transportation Act Feb. 28, 1920, § 206a (Comp. St. Ann. Supp. 1923, § 10071¼cc), action was maintainable in a state court against Agent of the President for the difference between such contract price and the market price at the time of taking.—*Davis, Director General of Railroads, v. George B. Newton Coal Co.* U. S. Supreme Court. 45 Sup. Ct. Rep. 305.

Banks Correspondents Agents of Depositor.—Where a check was deposited in a bank for collection and credit, subject to an agreement that "this bank acts only as collecting agent and assumes no liability on account of delay or loss while items are in transit or until it receives final actual payments from its correspondents," the correspondents through which it sends the check for collection are not its agents, but agents of the depositor, and any right of action against them for delay or default is in the depositor.—*Capital Grain & Feed Co. v. Federal Reserve Bank of Atlanta*. U. S. District Court of Georgia. 3 Fed. (2d) 614.

Customer's Margin Securities.—Brokers may pledge securities bought by them on orders of customers maintaining a margin account, as security for advances made by them or by other brokers, for their account, in the execution of such orders. Brokers pledgees, who took over the management of the business of the brokers are estopped to assert lien on stock of customer, which they failed to assert when the customer demanded the securities; the customer being prejudiced because he refrained from taking steps which would have resulted in investigation by the Stock Exchange.—*Fisher et al. v. Clark et al.* U. S. District Court, New York, 3 Fed. (2d) 621.

Grain Carriers

Buffalo, N. Y.—The New York Barge Canal is expected to open for navigation about May 1.

The Northwest Regional Advisory Board held its 11th formal meeting on Apr. 21 at the St. Francis Hotel, St. Paul, Minn.

The National Railways of Mexico, now operated by the Mexican government, will be returned to private control on July 1, 1925, according to recent news dispatches.

Lake Navigation from the north of Lake Michigan and upbound thru the Sault Ste. Marie Canal started 5 days earlier than last year. Steamers Drummond and Harvester went through the canal on Apr. 13.

Preparations are under way by the army engineers for making a final survey of the Great Lakes-St. Lawrence waterways project. For this purpose U. S. recently appropriated \$275,000.

New Orleans, La.—The largest tow of wheat to ever come down the Mississippi for export here, arrived recently, consisting of 6 barges carrying 436,000 bushels. It was consigned by the Hall-Baker Grain Co.

The Texas Railroad Commission is understood to have come to an agreement with officials of the Texas Grain Dealers Ass'n on amendments to transit rules on grain and grain products.

Grain and grain products were loaded into 34,259 cars during the week ending Apr. 4. This was a decrease of 837 cars below the same week in 1924 and 5,047 below the corresponding week of 1923.

Kansas City, Mo.—Charles W. Lonsdale, pres. of Simon-Shields-Lonsdale Grain Co., represented the Kansas City Chamber of Commerce in backing appointment of a western representative to fill a vacancy in the Interstate Commerce Commission.

Fort William, Ont.—The first vessel of the season arrived at the Fort William-Port Arthur harbor on Apr. 14. The first grain cargo left on April 15. This opening date for navigation is early, but not, however, a record.

It is my opinion, and has been for some time, that the present railroad rates, particularly in western territory, are confiscatory and that the railroads could very easily obtain relief in the federal courts on that ground.—F. W. Sargent, general counsel of the C. & N. W.

Chicago, Ill.—Chicago vessel men received shipping orders to clear grain boats from South Chicago to eastern ports on Apr. 16, when marine insurance became effective. Steamer Harvester arrived at Duluth on the 14th, having taken less than 24 hours longer than in mid-season.

Buffalo, N. Y.—Suit has been brought against the Buffalo Steamship Co. for \$41,000 alleged damages to a cargo of 473,904 bushels of oats, which the Eastern Grain, Mill & Elevator Co. claims was damaged while stored in one of the defendant's ships.

Average daily shortage for period ending Mar. 31, reports the American Railway Ass'n, was 5 box cars, 25 coal cars and 60 all freight cars. During the same period there was an average surplus of 113,615 box cars, 185,724 coal cars and 344,959 all freight cars.

Thirty-two western and southern railroads have signed agreements with the brotherhoods of locomotive engineers and firemen granting engine service crews a 5% wage increase without changes in working rules, on the basis of the Southern Pacific settlement.

Consolidated Adjustment Co. Railroad Claim Adjusters Association Building CHICAGO

Charges—33⅓% of the amount collected
No charge if nothing collected.

Handling more than 10,000 claims annually

Permission has been granted the South Plains & Santa Fe railway to construct a 65-mile line in Lubbock, Hockley and Cochran counties, Tex. This would connect with the present line at Doud and extend westerly to a point near the west line of Cochran county.

The Dominion Millers Ass'n proposed to submit applications for lower freight rates on wheat and flour from local points to New York on grain milled in transit, at the recent meeting of the Dominion Board of Railway Commissioners. They contend present rates discriminate in favor of U. S. lake ports.

Philadelphia, Pa.—A Contact Com'ite, consisting of railroad officials, was appointed at the last quarterly meeting of the Atlantic States Shippers Advisory Board, to act as the intermediate channel thru which problems arising in the board or its com'ites may quickly receive attention from the carriers.

Philadelphia, Pa.—A com'ite of local grain and flour interests met recently with officials of the Trunk Line Ass'n of New York to discuss export rates on ex-lake grain and grain products and ex-lake grain. Philadelphia complains that much of its overseas grain trade is being diverted to Montreal with the re-opening of navigation on the St. Lawrence.

Kansas City, Mo.—Standardization of rate classifications on mixed feeds in place of the present complicated method of charging will be recommended by the Feed Manufacturers Ass'n, according to S. T. Henson, chairman of its traffic com'ite. The present method makes it necessary to figure the amount of each kind of grain in a car of mixed feed.

Buffalo, N. Y.—A verdict for \$119,206 has been rendered in favor of the plaintiff in the suit which William H. Muller & Co., Inc., a New York grain exporting company, brought against the Pennsylvania railroad for an alleged breach of contract. It was claimed the railroad failed to move about 2,000,000 bushels of wheat, intended for export, from Buffalo to Baltimore, in 1922.

St. Louis, Mo.—A conference was held in the directors' room of the Merchants Exchange on Mar. 31 to discuss domestic rates on grain and grain products from St. Louis to South Atlantic ports. It was called at the suggestion of A. R. Smith, vice-pres. of the Louisville & Nashville railroad. Grain men, millers, terminal market and railroad representatives participated.

Fort Worth, Tex.—Fort Worth and surrounding cities are working for the building of a proposed railroad, the T. P. & G., running 344 miles between Fort Worth and Texas Plains. The total cost would reach about \$10,000,000, tho a cash outlay of only \$3,000,000 would be needed at first. It is claimed construction of the road would increase the Fort Worth grain receipts by 50%.

Washington, D. C.—The right of the Northern Navigation Co., Ltd., a Canadian Great Lakes steamship line, to compete with American shipping interests will have to be decided by the courts, since the Interstate Commerce Commission has held that the duty of administering the Merchant Marine Act does not rest upon it. Shippers generally at Great Lakes ports want the Canadian company to be permitted to compete. The Shipping Board and American Great Lakes shipping interests demand it be excluded.

New York, N. Y.—Representatives of manufacturing, exporting, insurance, shipping and other activities held a meeting at the Merchants Ass'n, in this city on Apr. 13 to take the first step in formulating a permanent merchant marine policy to insure maintenance of adequate shipping facilities for American commerce. It requested the National Chamber of Commerce to organize

a general conference of representatives to make a survey of merchant marine conditions and recommend steps to establish American shipping.

National Industrial Traffic League Program.

A program has been completed for the spring meeting of the National Industrial Traffic League, which will be held in the Claypool hotel, Indianapolis, Ind., Apr. 29 and 30.

The usual reports of com'ites are arranged for and should bring out some interesting developments, and discussions. The principal subject for discussion will be I. C. C. docket No. 17000—rate structure investigation.

The Indianapolis Traffic Club will give an informal dinner in the Claypool hotel at 6:30 p. m., Thursday, Apr. 30, observing "Western Lines' Night."

Mid-West Regional Advisory Board Meets.

Car service is in good condition and likely to remain so for the next 3 months, thruout the middle west, according to reports at the Apr. 15 meeting of the Mid-West Regional Advisory Board, held at the Hotel La Salle, Chicago.

Robert C. Ross, general chairman, said that commodity com'ite's reports were optimistic and that car shortage had not been felt. He added that adjustment of rate problems would be facilitated by the formation of a shippers adjustment board designed to meet with railroad com'ites within the several rate territories, and that the operation of the advisory boards has already shown that government action is not necessary to settle problems concerning physical movement of traffic.

M. J. Gormley, car service division, A. R. A., reported general conditions of the railroads as good, with 344,000 cars on hand. Commodity com'ite reports showed the trend of business to be toward normal. The car cleaning campaign has shown considerable progress.

Rules of the organization were changed to include more than 25 members at large.

The Chicago Traffic Club gave the delegates a dinner in the La Salle hotel.

I. C. C. Activities.

Charges for handling cottonseed cake over the Illinois Central Docks at New Orleans, La., were found applicable and not unreasonable in New Orleans Export Co., Ltd. v. I. C. railroad et al, I. C. C. docket No. 15168, and the complaint was dismissed.

Rates on carloads of linseed-oil meal and oil cake moving from Edgewater, N. J., to Toledo, O., and Waukegan, Ill., were found unreasonable in Midland Linseed Products Co. v. N. Y. C. railroad et al, I. C. C. docket No. 13751. Reparation was awarded.

Washington, D. C.—Schedules filed by the C. M. & St. P., G. N. and N. P. railroads proposing abolition of export rates on grain moving from Montana to Pacific Coast points have been suspended until Aug. 21, by the Interstate Commerce Commission.

Rates charged on carloads of linseed oil moving from New York Harbor points to Black Rock and Buffalo, N. Y., and Bridgeburg, Ont., were found to have been unreasonable and reparation was awarded in Pratt & Lambert, Inc., v. N. Y. C. railroad et al, I. C. C. docket No. 15310.

The Interstate Commerce Commission has abandoned the investigation begun in 1923 with the intention of protecting American Great Lakes shipping interests from Canadian competition. The joint rail-lake-and-rail routes between eastern and western points in the United States, where-

by Canadian transportation interests were able to share in American shipping was being attacked by the Great Lakes Transit Corp. and the U. S. Shipping Board.

Washington, D. C.—A joint brief was filed on Apr. 21 with the Interstate Commerce Commission by the western carriers, which maintained that adequate transportation is contingent upon increased rates, and which stated that agricultural rate reductions in recent years have seriously menaced rail service in the West. The brief contended that return on investment in 1924 was only 3.87%, compared with 4.33% in other parts of the country.

Some Advantages of Universal Grain Code.

Denver, Colo., March 7, 1925.

Grain Dealers Journal,
Chicago, Ill.

We are very much pleased with the Universal Grain Code as we find it easier to locate phrases we desire to use as we become familiar with the book, and are enabled to express our ideas to much better advantage and still limit our wires to ten words.

We are also much pleased with being able to transmit a car number in two words as quite often it takes as many as four words in the Robinson Code and then we are not sure whether the party will decipher it correctly.

The feature of being able to put practically any price in one word also appeals to us. For instance, in the Robinson code when you get above \$1.10 per bushel or per cwt. it takes two words, which is quite often confusing, whereas in the Universal Code a word is supplied for prices including fractions in eighths up to \$2.50, and in steps of 1c up to 1,000.

It is our hope that all grain dealers will eventually come to the Universal Grain Code as we know that if they once familiarize themselves therewith they will never willingly return to the Robinson.—Very truly, T. D. Phelps Grain Company, by E. P. Wingate.

Cipher Codes

Universal Grain Code: The only complete grain code on the market, is the most up-to-date and latest grain code published, contains over 14,000 code words. Effects a greater reduction in tolls than any other domestic code. Contains code words for the U. S. Standard Grades of Wheat, Corn and Oats. 150 pages, 4 1/2 x 7 inches. Price, leather bound, \$3.00; paper bound, \$1.50.

Robinson Telegraph Cipher Code: With 1912 and 1917 supplements, is for domestic grain business. Leather bound, \$2.25; cloth bound, \$1.75.

Millers Telegraphic Cipher: 1917 edition. Designed especially for the milling and flour trades. 77 pages, 3 1/2 x 6 inches, cloth bound. Price \$2.00.

Cross Telegraphic Cipher Code: 7th edition revised for provision and grain trades. Contains 145 pages 4 1/2 x 5 1/2 inches, bound in cloth. Price \$2.00.

A. B. C. Improved Fifth Edition Code, with Supplement: Reduces cable tolls 50% thru the use of five-letter code words, any two of which may be sent as one word. Price in English, \$20.00.

Bentley's Complete Phrase Code: Contains nearly 1,000 million code words, any two of which can be joined together and sent as one word. Thru its use a saving of 50% can be easily effected in cablegrams. Appendix contains decimal moneys and list of bankers. 412 pages, 8 1/2 x 10 1/2 inches. Bound in cloth, leather back and corners. \$15.00.

Baltimore Export Cable Code: Hinrich's fourth edition, compiled especially for export grain trade. 152 pages 6 1/2 x 9 inches, bound in leather. Price \$15.00.

Riverside Flour Code, Improved (5 letter revision) Sixth Edition. Retaining the essential features of the 5 edition published in 1901, for use in domestic and export trade. Size 6x7 inches, 304 pages. Bound in flexible leather, \$12.50.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL
309 So. La Salle St., Chicago, Ill.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Erie supplement No. 5 to tariff No. 182-G, I. C. C. No. A-6558, effective Apr. 15, advances certain grain and grain products rate.

C., R. I. & P. supplement No. 3 to tariff No. 31408-E, I. C. C. No. C-11394, effective May 1, further suspends that tariff until July 31.

C., R. I. & P. supplement No. 3 to tariff No. 19690-K, I. C. C. No. C-11339, effective May 12, reduces several Kansas rates on wheat and corn.

A., T. & S. F. supplement No. 3 to tariff No. 7481-K, I. C. C. No. 10024, effective Apr. 30, further suspends that schedule until July 31.

C., R. I. & P. supplement No. 2 to tariff No. 31408-E, I. C. C. No. C-11394, issued Mar. 30, suspends C., R. I. & P. tariff 31408-E until Apr. 30.

C. & A. supplement No. 1 to tariff No. 1574-G, I. C. C. No. A-1702, effective May 2, adds the C. & O. and the C., I. & W. to the list of participating carriers.

C., R. I. & P. supplement No. 4 to tariff No. 31408-E, I. C. C. No. C-11394, effective Apr. 30, further postpones the effective date of tariff No. 31408-E until July 31.

C. & I. M. supplement No. 1 to tariff G. F. D. No. C-2880, Ill. C. C. No. B-77, effective May 5, cancels rates applying on grain stopped in transit for cleaning, shelling or clipping.

C. C. C. & St. L. supplement No. 2 to tariff No. 1369-B, Ill. C. C. No. 747, effective Apr. 22, increases rates on grain and grain products from various points in Illinois to Cairo and Chicago.

I. C. supplement No. 42 to tariff 1537-G, supplement No. 41 to Ill. C. C. No. A-748, effective May 1, changes the application of the proportional rate on grain and grain products to Cairo and Mounds, Ill.

C. & E. I. supplement No. 3 to tariff No. 600-A, I. C. C. No. 165, effective May 15, reduces the grain and grain products rates from Thebes, Thebes Transfer, Ill., and C. & E. I. stations Index Nos. 162 to 188 and 191 to 199, inclusive, to Ehrmandale, Ind., to 16 cents per 100 lbs., besides certain other reductions.

E. B. Boyd supplement No. 36 to Circular No. 1-R of Western Trunk Lines, I. C. C. No. A-1444, issued Mar. 27, postpones the effective date of Rule No. 960-D of supplement No. 24 to Circular No. 1-R, until July 25, 1925, and the effective date of Rule No. 960-A of supplements Nos. 9, 10 and 11 until July 1, 1925.

C., R. I. & P. supplement No. 10 to tariff No. 27537-I, I. C. C. No. C-11240, effective May 5, reduces the rates from Minneapolis, Minnesota Transfer and St. Paul, Minn., to Evansville, Ind., on buckwheat and wheat to 25 cents per 100 lbs.; on barley, corn, oats, rye, sorghum grain, milo maize or kafir corn to 23½ cents per 100 lbs.

A. T. & S. F. supplement No. 14 to tariff No. 5702-H, I. C. C. No. 9566, effective May 12, reduces rates on flax seed, millet seed in sacks, hemp seed, broom corn, and hay and straw between Three Sands, Okla., and Kansas City, Mo.-Kan., St. Joseph, Mo., Atchison and Leavenworth, Kan., and east bound to Chicago, and also makes other increases and reductions.

C. B. & Q. railroad's G. F. O. No. 1346-J, Ill. C. C. No. 1229, effective May 20, changes rates on cottonseed products from East St. Louis and Metropolis, Ill., to various points in Illinois, and increases rates on grain and grain products between Wood River, South Wood River, Roxana, Mitchell and Nameoki, Ill., and Illinois stations taking Davenport, Ia., rates.

C., R. I. & P. supplement No. 18 to tariff No. 31408-C, I. C. C. No. C-11066, effective May 12, abandons stations at Carter No. 3, Texas Spur, Gates Spur, Jake Hamon Spur, Magnolia Spur and Pure Oil, Okla., on the O. N. M. & P., and stations from Hedville to Osborne, Kan., inclusive, on the S. N. Certain advances and reductions in wheat and corn rates are also made.

E. B. Boyd supplement No. 35 to Circular No. 1-R of Western Trunk Lines, I. C. C. No. A-1444, effective May 1, lists screenings con-

taining not more than 5% flaxseed or more than 30% wheat or not more than 5% flaxseed and 25% wheat, to take corn rates except where specific commodity rates are in effect on a higher basis. Rules governing the shipping of seeds are also given.

Elevator and Mill Accidents.

Reported by the Integrity Mutual Casualty Co.

An employe of a Minnesota flour mill caught his hand in the hook that lifts the dash pot on the engine, severing all the tendons of that hand and permanently disabling it by about 25%.

A farmer driving a green team of mules with a load of grain for the local country elevator, attempted to drive them up the incline to the dumping pit. The animals became unruly and the elevator operator advised him to get off and lead them. Instead, the farmer used the whip, and the mules plunged thru the railing on the side of the incline, badly injuring the farmer and themselves.

A 64-year-old man working for a feed and grain company in a Minnesota town was loading feed from the warehouse loading platform on a customer's wagon when the young team became frightened and started to run away. The old man attempted to catch the lines and stop them, but slipped off the back end of the vehicle, hitting his chest on the frozen ground and fracturing 3 ribs. He lost 2 months' time before he was again able to return to work.

A night watchman over 70 years old, making his 3 a. m. round in a southern Illinois mill recently, rode the manlift to the 6th floor. He failed to get off, however, and the lift carried him over the top. He fell thru the hole in the 6th floor to the 5th floor, breaking one leg and fracturing his skull. No one was in the mill at the time and he received no attention until he was found in the morning. The old watchman was confined to the hospital for a long time and will be disabled for life.

A 60-year-old employee of a farmers' co-operative elevator in Kansas went into the engine room to nail up a board to prevent anyone's getting caught in the fly wheel of a large gasoline engine. His jacket caught on a bolt on the shaft and he was wound around with the shaft many times, during which his right hand and arm was bruised and lacerated midway to the elbow; the right foot and leg badly bruised, and the shin bone fractured, with a deep open wound at the point of fracture. Minor cuts occurred on his head.

A small negro boy in a small southern town was in the habit of going to the local mill and picking up the waste corn shucks. One morning the foreman was loading corn from a bin in the mill into a car by means of a screw conveyor driven by electricity, the conveyor extending thru an open loading door and on this occasion being uncovered. The negro lad attempted to enter the mill thru this door. In doing so he accidentally stepped in the open auger. The foreman heard him scream and immediately shut off the power. It took 15 men to release the youngster and the foot was so badly lacerated, torn and crushed that it had to be amputated.

A roustabout working in a Texas elevator was engaged in horse play in a bin partially filled with wheat, which was being emptied thru a chute at the bottom preparatory to sweeping down the walls. Two other men and himself were in the bin waiting for the wheat to get low enough to begin sweeping. The young fellow ran across the wheat, caught his foot, tripped, and was drawn into the vortex of the flowing wheat before he could arise. The other men tried to pull him out, but were unable to do so. Then they ran to shut off the wheat and bring help. When they returned the roustabout was buried and they were just able to touch him by reaching their hands as far as possible into the wheat. They ran to the chute again, managed to grasp his feet and pull him through. A doctor was waiting when they got him out, but was unable to revive him and death followed.

Insurance Notes.

The Alpha Seed & Grain Co. of Alpha, O., has filed suit against the Dayton Power & Light Co. for \$32,000. Almost a year ago the Alpha elevator of the suing company was destroyed during a thunderstorm. The brief claims the fire resulted from lightning striking a wire of the Power Co., which was carrying 32,000 volts against which the elevator was not protected.

Rock Falls, Ia.—A rehearing has been denied the Hartford Fire Ins. Co. in the suit involving liability under a policy issued to the Hubbard Grain Co. on the elevator that burned at this place. The real party interested is now the North Iowa Grain Co., of Mason City, a successor to the Hubbard Grain Co. The decision of the court was published on page 246 of the Grain Dealers Journal Feb. 25, 1925.

Springfield, Ill.—Municipalities are entitled to levy a 2% tax on the gross annual premium receipts of foreign fire, marine, and inland navigation insurance companies writing business in the state, according to a decision by Justice Clyde E. Stone in the state supreme court here, the test case being Hanover Fire Insurance Co. of New York, v. Cook County Treas. P. J. Carr. Collection of approximately \$30,000,000 in back taxes by the state municipalities is expected to result.

Tornado Insurance Increases

Increasing interest is manifest in tornado insurance since the southern Illinois and Indiana disaster. One Chicago fire office reports tornado premiums of over \$15,000 up to the 18th of April.

Business houses, factories and office building managers are placing much greater value on this class of insurance, which they get at low rates.

Statistics of all companies for 1924 shows \$27,274,550 obtained in premiums, while total losses were only \$13,294,357, a loss ratio of almost 49%. It is well to take out a wind-storm policy.

Washington, D. C.—Business interests of forty nations will send representatives to a meeting to be held at Brussels on June 21 to discuss common problems and consider means of facilitating trade between countries and to further the adoption and simplification of international commercial practices.

Books Received

AGRARIAN MOVEMENT IN NORTH DAKOTA is a detailed historical record of the birth, progress and fall of the agrarian movement in the Northwest. The history of the Non-Partisan League is traced. Among the topics completely covered are the Equity Co-operative Exchange, the Duluth-Superior controversy, the Bank of North Dakota, the work of Geo. S. Loftus, the Drake Mill, the Grand Forks Elevator, legislative investigations of the grain trade, and the Scandinavian-American Bank. The scholarly qualifications of the author, who relies upon official documents for his data, are aided by his travels over the entire spring wheat district during the years 1912 to 1922. The author points out how the North Dakota State Industrial Commission claimed to be paying the farmer 12 cents more than the market price per bushel of wheat and to be selling him flour at 50 cents a barrel under the market, when in fact they were actually running the 150 bbl. mill at Drake at a loss of \$1.58 on every barrel of flour they ground. The responsibility for the latest debacle in radical plunging is placed by the author on the wheat cropper who gambles his all on a single crop. The author finds significance in the fact that "In all the successful co-operatives the leaders have come from the sales forces centered at the terminals." By Paul R. Fossum, Ph. D., Instructor in Economics and Social Science, Wesleyan University; A. Johns Hopkins University Study; paper, 180 pages; price \$1.75. The Johns Hopkins Press, Baltimore, Md.

Inclosed Ventilated Electric Motors

For Mill and Elevator Work

Are now regularly stocked by at least two motor manufacturers and sold at prices only slightly above that of open motors.

Frequent Cleaning Eliminated Minimum Fire Hazard Lower Insurance Rate

Full details may be secured by writing this bureau, your mutual insurance company or from your insurance field man.

Mutual Fire Prevention Bureau

230 East Ohio Street

Chicago, Illinois

Representing the
Mill Mutual Insurance Companies

UNIVERSAL Grain Code

Designed especially to reduce telegraph tolls, to prevent expensive errors and to protect the business of grain dealers and millers. Its 150 pages contain 14,910 code words and no two spelled near enough alike to cause an error. Includes Supplement of code words for the new Federal wheat, corn and oats grades.

Code is 4 $\frac{5}{8}$ x7 inches, printed on policy bond, bound in black flexible leather. Price \$3.00.

You can greatly reduce your telegraph tolls by using the Universal. Try it.

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

JAY A. KING, President

GEO. A. WELLS, Secretary

M. E. DEWOLF, Treasurer

Western Grain Dealers Mutual Fire Insurance Company

Hubbell Building

DES MOINES, IOWA

A Legal Reserve Mutual Fire Insurance Company. Not an Assessment Association. This Company is required by the Iowa Statute to maintain a 50% reinsurance reserve, which is deposited with the Iowa State Insurance Department. It is also the policy of this Company to maintain a reasonable but not excessive surplus, in addition to the reinsurance reserve, for the further protection of policyholders during periods of excessive fire losses.

Authorized in Iowa, South Dakota, Nebraska, Kansas,
Illinois, Pennsylvania

Savings to Policyholders since Organization in 1907
Over \$600,000.00

Write for Information

Organized 1902

TR-STATE MUTUAL FIRE INS. CO. GRAIN DEALERS LUVERNE, MINN.

We write Fire and Tornado Insurance on Grain Elevators, Residence and Mercantile Property.

Our Grain Policy requiring monthly reports affords the Grain Dealer full protection on all stocks on hand. Write us for particulars.

E. A. BROWN, President

E. H. MORELAND, Secretary

W. J. SHANARD, Vice President

W. Z. SHARP, Treasurer

25% of Elevator Fires **LIGHTNING**
are caused by

Write us for full information about
rodding, and grounding iron covered
buildings

WESTERN
DEPARTMENT
300 Keeline Bldg.
Omaha, Nebraska

GRAIN DEALERS
NATIONAL MUTUAL FIRE INSURANCE CO.
INDIANAPOLIS, IND.

C. A. McCOTTER
Secretary
Indianapolis
Indiana

Want Ads

in the **Grain Dealers Journal** make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a **Journal** want ad twice a month and your want will soon be satisfied.



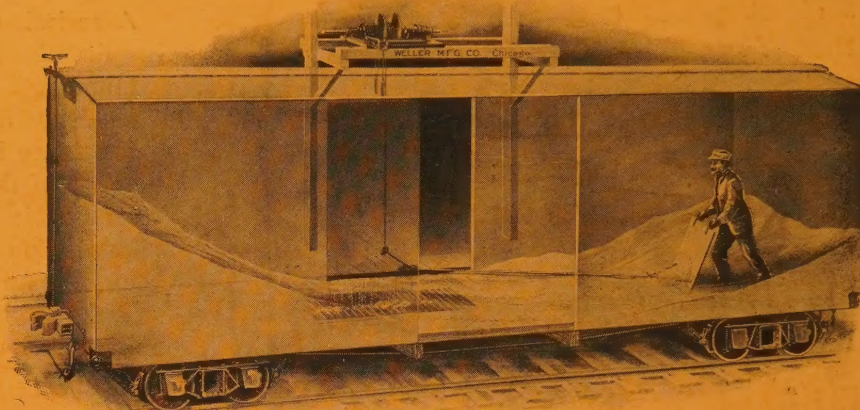
Grain Handling Equipment

The Machinery With a Reputation
For Long Life and Low Maintenance Cost

SOMETHING
NEW

WELLER POWER SHOVEL

Without
Counter Weights
or
Counter Weight Rope
Less Noise
Less Vibration
Requires Less Space Than
Any Power Shovel on
the Market.



It is positive in action and never misses engaging the clutch. The driving pawl is of steel forged and hardened.

The driving mechanism is entirely enclosed, located within the winding drum. The clutch is designed so that when engaged it drives with area of the surface. This is 6 inches instead of about 1 inch as in all other makes this reduces the wear to a minimum.

The winding drum is centrally located in the supporting frame, so there are no right or left hand required.

It has few parts, is less liable to breakage on account of compact design and the liberal use of steel in the small parts.

The possible rope travel is 100 feet which

is about double that of any other shovel. It will pull at any point the shovel is stopped and it requires less effort on the part of the operator.

It is shipped ready to install so time is saved in erection—all that it is necessary to do is to secure the shovel in place and attach the power.

While power shovels were originally designed for handling grain, they are being used for unloading coal, lime, sand, gravel, cement, cotton seed and other bulk. Materials from box cars are also used for reclaiming.

The Weller Shovel is fully protected by patents and on the later improvements the patents are pending.

Prices and Literature on Request

We manufacture a complete line of grain handling equipment.

WELLER MFG. CO.

1820-1856 N. Kostner Ave. Chicago, Ill.

SALES OFFICES

NEW YORK

BALTIMORE
OMAHA

BUFFALO
SALT LAKE CITY

PITTSBURGH

DETROIT
SAN FRANCISCO

ST. LOUIS